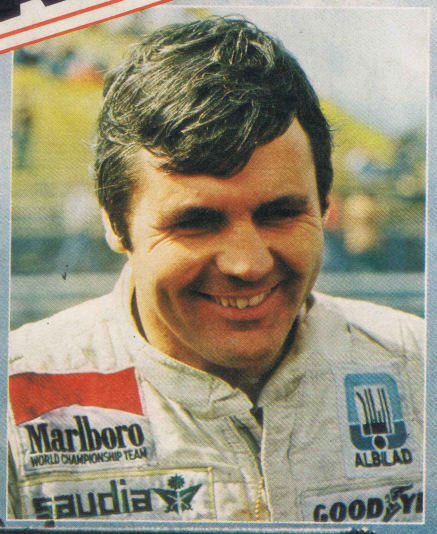
Grand·Prix international

CANADA USA-EAST



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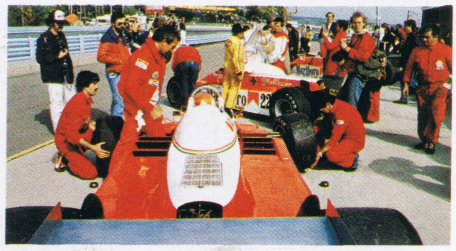

Page 50 : he deserved to win, but victory was not his. Bruno Giacomelli is a character and the Alfa Romeo team stand out in Formula One.

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Grand·Prix international

N° 27 (SPECIAL BETWEEN SEASONS ISSUE) WILL BE ON SALE ON DECEMBER 10.

DANGER !

« Happy Christmas. See you in Argentina, or at least, I hope to see you in Argentina. » These words were on the lips of many drivers and team managers at Watkins Glen, but the wary smile that accompanied their chat told the overall story. The same was true of mechanics and journalists. Nobody really knew when they'd see each other again — or where.

It's holiday time in Formula One. But no one knows how long these holidays are going to last. Will everyone be in Argentina for the first Grand Prix ? One hopes so. But it all depends on the regulations worked out between now and then, and the goodwill of those who decide the regulations. October is going to be the important month. Will it see a deepening of the split between the governing body and the constructors' association ?

The most important factor is to slow down the cars cornering speed and to cut down force. The result would be twofold : offering a greater spectacle to the public, and improved safety. Current Formula One cars are subject to such strain that mechanical breakages are becoming more and more common. This applies to some makes more than others. Brabham and Williams appear to be reliable and safe. But overall, the number of accidents in which a driver has been injured this year has been alarming ; it's time to find a remedy.

Eevryone agrees that the cars should be slowed down. The burning question is how. That question has been asked throughout the summer, and there's a danger that it's going to be asked most of the winter too. Everyone wants his answer adopted. Formula One needs a decision maker. Currently, Father Christmas seems the best man for the job.

The Formula One magazine is published 10 days after each Grand Prix.

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IN THE COCKPIT

Candy

WATKINS GLEN SPRINGS TO MIND

I had a lot of engine trouble at Watkins Glen during the race, and we never managed to cure it, in spite of a number of pit stops. The car had been fine during the morning warm-up, but when I did a couple of laps just before the start, I realised that something was wrong. The mechanics changed the electrical black box on the grid, but that didn't cure the problem. After two laps of the race, I'd been completely left behind because the engine wasn't pulling properly. I stopped a couple of times, but we couldn't put it right.

Nevertheless, I took part in the Grand Prix and was overtaken by nearly everyone. I was little more than a priviliged spectator, but I had a close-up view of just how hard Alan Jones was driving, and how superbly he drove during the Grand Prix. I want to congratulate him on his world Championship title which he fully deserved on that occasion. He'd won the title, he could have taken it easy, but instead he raced as hard as ever. Bravo Alan.

The way he controlled his car reminded me of a balancing act, it was the same for most of the drivers who went quickly at Watkins Glen. Why a balancing act ? Because I think that Watkins Glen proves just how unsuited modern suspension is to traditional road surfaces, those that are even slightly bumpy. Most of the tracks on which we race are very smooth and flat, wich is fine for modern suspension. But Watkins Glen has about the same relationship with most of the other Grand Prix circuits as the average French side road has to a motorway. It's quite unsuited to modern wing-cars. Current ground effect cars have so much downforce that at high speed, they could simply bury themselves in the ground ! That's what would happen to a ground effect car with 300 kilo springs. Which is why we have to run with springs that are very much harder.

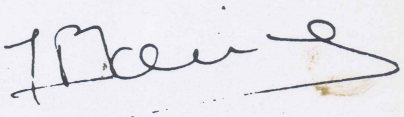
Naturally, the aim is not to push the car itself into the ground, but to make the tyres stick for road-holding purposes. So the car has be set-up with a ride height that remains the same at whatever speed. There are two ways of doing this : very hard springs or hydraulic suspension. The latter solution would be too heavy and it hasn't been properly developed yet anyway. Which is why we run these very hard springs on current wing-cars.

At relatively low speeds, the downforce is much less so the car weighs much less. But it's still fitted with those very hard springs. The suspension has very little travel for that reason. It's virtually solid. So the car's are very twitchy, very difficult to drive. They lift wheels on bumps, or simply get thrown from one bump to the next. It's a matter of luck whether the car stays on the track or not, which is why I mentioned a balancing act. Is that really what we want from modern day Formula One ?

I want to mention another side-effect of modern wing cars. Jean-Pierre Moreau is the physical coach for the Ligier and Renault teams. He says that all the drivers he's examined this year have spinal column damage as a result of the continuous shaking and jolting of the car. Our heads are waving around and our backs are being injured. We're really in very bad shape because of these springs.

Apart from the problem of keeping the car on the track, and damage to the spinal column on the bumpier circuits such as Watkins Glen, there's the problem of driving in the wet. If it rains during a Grand Prix, we have to fit rain tyres, but there's obviously not time to change the springs. But it is much better to have a car that is on soft springs for wet weather driving. On hard springs, the cars slide far too much, and it's hard to keep them on the track.

There always seem to be a number of accidents at Watkins Glen, and one of the reasons this year was that there were a lot of suspension breakages because of surface changes. Quite clearly, the track has to be as smooth as a billard tabie if it's to host a Formula One race. But we raced at Watkins Glen this year, and many of the drivers were very nervous about racing there because they couldn't be certain as to whether their car's suspension was going to last the distance. I don't know what the regulations are going to demand next year, but I think that this article gives some valid reasons for sweeping changes in Formula One.



Jean-Pierre Jarier

The paddock

NO END TO THE SILLY SEASON

We can't be certain, but we suspect that there are a number of teams who have decided which drivers are settled for next year. According to our information, the situation in Formula One next year is as follows : Jones and Reutemann for Williams ; Villeneuve and Pironi at Ferrari ; Laffite and Jabouille with Talbot ; Arnoux and Prost with Renault ; Andretti and Giacomelli for Alfa Romeo ; and Piquet at Brabham.

We suspect that Alain Prost has had enough mechanical failures on McLarens to say yes to Renault. The suspension breakages in North America were the deciding factor. So there's a free seat in the McLaren International team. There might even be two if John Watson isn't retained. Andrea de Cesaris and/or Patrick Tambay might be the future driver (s).

Elio De Angelis could well have impressed Colin Chapman sufficimently for the English team manager to appoint the Italian as number one driver next year. If that happens, there's the possibility that Lotus will type ... take place at Circuit ... later this year, to decide on the number two.

Apparently Jochen Mass has re-signed for Arrows for next year, although Riccardo Patrese could well go elsewhere. Osella ... kie Oliver ... cial difficulties ... out.

But there are still a number of queries concerning Brabham. There could be two teams next year, one using the Cosworth engine, and the other using the BMW turbo. The second team could well be run under the Ensign banner, with Mo Nunn in charge. Rebaque and Zunino are rumoured to be the drivers.

DE CESARIS : THE ITALIAN NEW WAVE

Carlo Chiti introduced his new Alfa Romeo recruit with a quick slip of the tongue. *« Have you met Andrea de Adamich ?»* Ha, ha, not the former Brabham and Surtees driver who also drove sports cars but young Andrea de Cesaris, who, at 22 years old, was given the second Alfa Romeo after Vittorio Bambrilla had decided that he wasn't up to driving modern Formula One cars.

De Cesaris was born in Rome and cut his teeth in karting. He was World Champion in 1976 at 18; and raced in Formula Ford the following year, winning three races. He went into Formula Three a year later racing in England with a Ralt in the BP championship. He raced in the same series in 1979, winning six races in a March-Toyota, and finished second in the Vandervell series. He also raced in Formula Two, just one race. He finished sixth at Vallelunga in an ICI March. This year, he's had an average season in Formula Two, but he won the Misano event on August 10. He also drove a works Lancia at Vallelunga in a round of the World Championship of Makes.

It's said that Marlboro is ready to push him into Formula One. His Formula One debut was most certainly impressive. He has good contacts with the cigarette firm. His father is a distributer of cigarettes in Italy, and he's raced under Marlboro colours for some time.

ANDRETTI WINS AT WATKINS GLEN

No, it wasn't Mario but his son Michael, who won the Celebrity race run in Toyotas. Young Andretti led home Rosberg, Parnelli Jones, Surer, De Angelis, Johnny Rutherford, and Hackman.

TROUBLES AT TALBOT-LIGIER

It seems that there are problems concerning the Ligier-Talbot marriage. It appears that Guy Ligier wants to retain overall control, and has been busy on the political front in order to ensure he remains on top. It's make or break time for the patron. They say he's ready to quit if things don't go his way. Whatever, the Ligiers will use Matra engines next year. Jean-Luc Lagadere of Matra is looking forward to making his mark in Formula One.

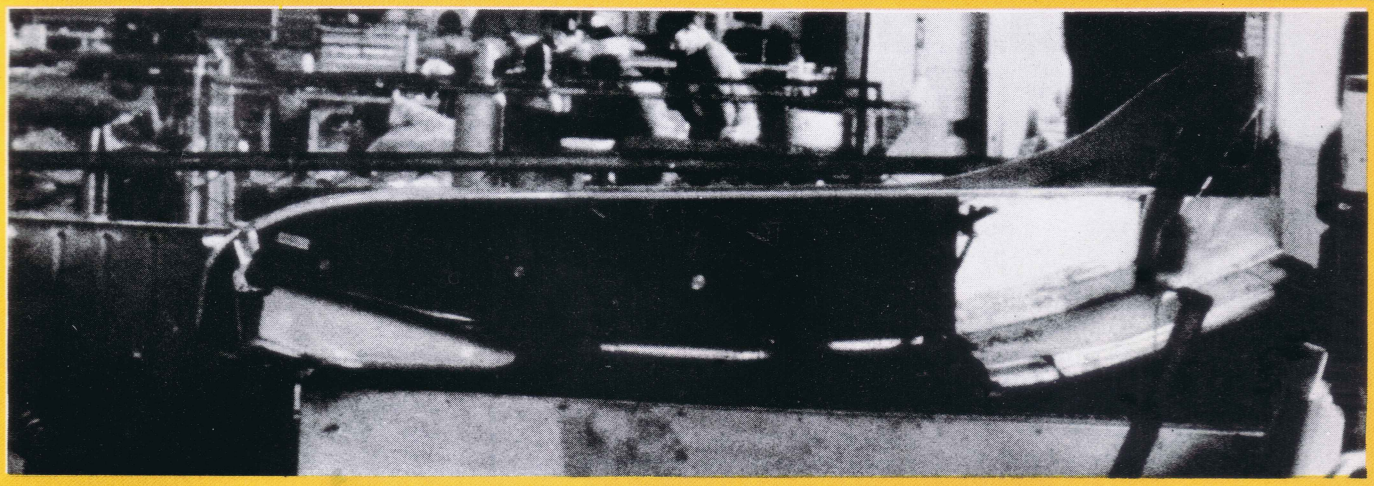
GRAND PRIX INTERNATIONAL NEW

Grand Prix International will be on sale on decembre 10 when we'll publish a special « inter-season » issue to relieve the boredom of winter. It will be a summary of the 1980 season, as well as a preview of the 1981 season. We'll also delve into the background to give you some behind-the-scenes stories.

JABOUILLE IS IN GOOD SPRIRITS

Jean-Pierre returned to France the Thursday after his deadful accident at Montreal, in order to convalesce under the best conditions. He's already astonished doctors with his powers of recovery. He's suffered three small fractures below the right knee, a fracture of the tibia of the same leg, and another fracture in the left leg. He was operated on in the Montreal hospital, and again in France when he returned. The doctors reckon that he will be completely recovered three months after his accident, in time for the first Grand Prix of 1982.

« I'm in good spirits », he told us. *« Naturally, I'd prefer to be at home, but I think I'm recovering well. I might have been injured a lot worse. I might have passed out, or if I'd been given a pain-killer, that might have worsened my injuries because the rescue team wouldn't have known how badly my legs were injured, and they might have used force to free me... »*



IT GOES UP AND DOWN, ROUND AND ROUND, IN AND OUT. BUT WHAT IS IT ?

That's the way the music goes, but this song has nothing to do with music. It's one of those mysteries of Formula One, like Renault's fictionnal (?) turbo boost button. Can you turn up the boost on a Renault turbo ? Can you regulate the air pressure on a Ligier ? According to the Ligier men, you can't, they swear to God, although sometimes they admit the apparatus is there, but they don't use it.

But now we've seen it. The great « it » concerns a device which could alter the amount of down force. But it's a moveable aerodynamic device which is illegal so obviously it's not used.

However, for interests sake, we'll tell you a little more about it. This device is mounted in the side pods. Its function is to alter air flow beneath the side pods. When the speed increases on a Formule One car, so the down force increases, which slows the car in a straight line. That's obviously a handicap. This device cuts in when the air pressure reaches a certain level and it relieves the air pressure beneath the car. Consequently, downforce is reduced, and straightline speed is increased. When the speed decreases, the device closes up again and the normal downforce is restored. Consequently, the car has as much downforce as ever in the corners.

But that's simply supposition. Any aerodynamic device that moves is specifically prohibited by regulations published in FISA's yellow book. Anyway, have you seen what skirts do on modern Formula One cars ?

It took the rescue team 35 minutes to free him from the car after the accident. He directed the team, remaining conscious throughout the operation. *« When I realised that they were lifting me out of the car, I relaxed a lot. I just let things happen. I knew that everything would be fine from then on. I could feei my legs. The worst was over ».*

Jean-Pierre had nothing but admiration for the people who got him out of the car, but he wasn't too pleased with the race organisers. *« I don't understand why they didn't stop the race. Of course, the World Championship was in contention, but that isn't a good reason. They should have had the courage to stop the race. I'm not saying that because I was trapped in a car, because the rescue vehicle was parked beside my car, and would have protected me from any further accident. But it wasn't fair on the other drivers, and principally on the people who were working on me. If another driver had the same kind of accident as I'd had at the same place, he would have hit the rescue truck and would have hit several volunteers who were only there to get me out of the car. The organisers risked the lives of those people. No World Championship on earth is worth risking human life. It's unacceptable ».*

Jean-Pierre is a determined man. He hopes to be back on his feet very soon. *« Even if it's on crutches, I'm going to make sure I'm at the tests sessions when the Talbot team try out the cars, and I hope to give them a lot of help ».*

THE WAR CONTINUES

A few days after the US Grand Prix East, a meeting was held in Paris of the 54 member countries of the FIA. Twelve out of the fifteen countries where Grands Prix are held confirmed their support for FISA. Those countries were : Germany, Argtnena, Italy, Austria, Belgium, Brazil, France, South Africa, Holland, Monaco, the United States, and Australia. Obviously, if Grands Prix are to be held in those countries, they'll only be held under FISA regulations.

The governing body is sticking to its guns. The day after the meeting Benrie Ecclestone confirmed that FOCA intended to run another, championschip if FISA were going to stick to their regulations for 1981.

So the FISA-FOCA war continues, and has never threatened Formule One so seriously. Ecclestone says he can guarantee 24 cars for his races. But Fisa have Renault, Ferrari, RoAlfa Romeo and Osella on their side, for they want to remain legal. Will Renault and Alfa Romeo want to race under those conditions ? Their reasons are commercial. They may turn their attention to other things. Enzo Ferrari realises that there's a crisis, and has offered his services as mediator.

Can the Commendatore save Formula One ? He's featured in the sport for many years, and is one of the heros of Grand Prix racing.

MICHELIN GO WITH BRABHAM ?

Everyone knows that Michelin could well equip a few more teams next year, as we've already intimated in previous issues. Talbot is an obvious choice, for business reasons, but hhere seems a possibility of there Brabham being supplied with tyres. Of course, Bernie Ecclestone imports Goodyear tyres to Europe for some of the lesser Formulae, but it seems that there could be a clash of sporting and commercial interests. It seems that Pierre Dupasquier of Michelin admires the work of Gordon Murray and Nelson Piquet, *« Without doubt, the best driver currently ».* Maybe it's up to Bernie to decide.

CIAO JODY

His head was down, he was deep in thought, beside the Canadian waters, thinking how unfair it was. He was all alone. He was trying to get his head together, to slow down the thoughts that were going round and round.

A few minutes earlier, Jody Scheckter's Ferrari had come to an abrupt halt in the pit lane, at the end of the final qualifiying session for the Canadian Grand Prix. A furious Jody Scheckter leapt out of the car and took refuge in the wooden hut which served as a pit. Mauro Forghieri went over to speak to the still helmeted Scheckter. He finally took off his helmet and balaclava, revealing a bad tempered face. Forghieri crouched down beside him and said a couple of words to him. Were they words of comfort or was he blaming Scheckter for his non-qualification ? Jody looked away and a swear-word bit the air. He hadn't qualified and he simply couldn't believe it.

The 1979 World Champion wasn't going to start his penultimate race.

The questions came flooding back. He walked round behind the pits. Beside the Olympic waters at Montreal, there's a lawn bordered by bare trees. Jody paced the grass, from one end to the other. The tension was obvious. Then he went and leant against the barrier, as thought he was in tears.

For the first time in his Grand Prix career, he'd been relegated to the realms of a non-qualifier. This was the man who'd been called the fastest driver in the world, the same man that Enzo Ferrari had said had become intelligent, who'd done as much as any man could in motor racing, and who, on the same circuit, just one year ago, had run his first race as the new World Champion. But now the scene had changed. He was on the other side of the fence. He couldn't start, he'd been rejected, not good enough.

It was way back in 1972 that he'd last experienced the humiliation of non-qualification. It was at Pau, and Jody was driving in Formula Two. He was a shy fellow, a little naive with big red sideburns. He'd finished sixth in the qualifying event and only the first five could start the main race. It was just a hiccup in a career that was already beginning to take shape. That same year, he debuted in Formula One, and certainly made his mark. The following year, he had more Formula One races, with startling effect, if not results. He won his first race during his first full Formula One season in 1974. The World Champion came in 1979. Jody had won a lot of races, and made a lot of money.

And then he failed to qualify for his penultimate Grand Prix. But don't you believe that he failed to qualify because he was already thinking of retirement. He was only 26 th fastest, that's true, but teammate Gilles Villeneuve, considered by many to be the fastest driver in the world today, was only 22nd on the grid, just 0.8 s quicker than Jody. You don't get within a second of the fastest driver in the world, driving a similar car, by cruising round and thinking about your retirement career.

Jody was naturally disappointed for a while, but soon regained his self-control. *« It's sad in a way, but not really for me ».* He showed that his non-qualification was caused by a number of circomstances and wasn't because of any personal discrepancy. The same Scheckter, that day, driving a Williams or a Brabham, would have qualified on the first three rows. All the drivers who saw Jody on the track would agree. Nothing is worse for a driver whose talent appears to have gone down the drain. Obviously, this is much worse than a simple non-qualification, which is why he said that it wasn't really that bad, as far as he was concerned.

However, he had to convince his own team, for they were obviously spectical.

The previous evening he'd discovered what they thought of him the hard way. When he complained that the engine wasn't revving properly, some of them quite obviously thought that it was his right foot that wasn't pushing the pedal hard enough.

Should he carry on for another year ? Put off his decision for a year ? Accept Renault's offer to replace Jabouille ? Wait another year so that he wouldn't be remembered as an also-ran but a former World Champion ? No, none of that.

When he arrived at Watkins Glen, he was there to race in his final Grand Prix. It was the race that Niki Lauda never did, and nor did Jackie Stewart but for different reasons.

It was cold on Friday morning when the track was declared open. Jody put on his helmet and climbed into the Ferrari's cockpit. Before the doing the same thing, Gilles Villeneuve strolled round his teammate's car. Scheckter followed his with an amused look, and gave him a wink. Then he pressed the starter button, lowered his visor, and went out to qualify for his final Grand Prix.

When the final session was brought to a halt, Scheckter's name was on the grid. It was towards the back end of the grid, but it was there all the same. Practice sessions had been stopped over and over again because of accidents. After each delay, Scheckter went out on the track.

« Can you imagine what guts it takes to go out there and drive as he's driven ? » asked Michelin's Pierre Dupasquier. *« Stopping and starting every few minutes, having to try your hardest and relaxing every few minutes. You've really got to know what you're doing to concentrate and be determined when it's your last race ».*

The Scuderia's mechanics were now more mindful of him than his reputation, advising him to drive carefully every time he came into the pits. They knew that Jody no longer had anything to gain, and in a superstitious way, were worried that something would happen to him.

But his appearance was much appreciated by some. *« A lot of people came up to me and thanked me for the pleasure I'd given them over the years. There were a lot of Americans who'd seen me in my first Grand Prix here in 1972, and those who'd seen me drive in Formula 5000 in America. »*

After the traditional meeting of the drivers an hour and a half before the race, Jody saw Gilles coming towards him with a present : *« thanks for everything, from us all »,* said the little Canadian. *« We've all clubbed together to thank you for your work in the GPDA ».* Gilles hesitated a second, and then came clean. *« Umm, we were taken a bit short and not everyone knew. We didn't have time to buy you a present. We'll give it to you later. The box is empty. »* Lowering his voice, Gilles whispered to his teammate, *« can I have the box back. It's Johanne's ».* Jody was touched, but couldn't help bursting with laughter. The empty box that he was going to have to give back was already precious. It signified [illegible] right behind him [illegible], a campaign [illegible] continue.

[illegible] for the GPDA wasn't simply a title without office, for Jody had had work to do that morning. He'd had a fiery altercation with the race director concerning the poor usage of the yellow flag.

[illegible] from his final race ? [illegible] incident. *I would* [illegible] been battling for the lead, but I know that is impossible. *I'm going to concentrate on not making mistakes. It's very important to concentrate. There's no knowing what could happen in this race, just as it could happen during any race. I still haven't ended my career. »*

« But I've been happy with my career, » he summed up when we asked him to look back over the years. *« Racing has taught me a great deal about life. I'm not the same person as I was. I'm much stronger now, much more confident. Eight or ten years ago, I'd go out with important sponsors and I'd be terrified. I'd say ten words throughout the entire meal. Now I feel that I can talk to anyone on their level. »*

He finished his last race in last position. But the performance didn't matter. One of the Ferrari mechanics waited for him to stop the car, and gave him a fine shower from a magnum of champagne.

He left the cockpit in a special way : by jumping over the nose. There was an enormous crowd of photographers around him, perhaps as much to pay homage to him as to take photos. He shook the hand of his mechanics. While trying to clear a way through the crowd, he sighed *« incredible, anyone would have thought I'd won. »* Suddenly his shoulders lightened, the load had been lifted.

E.B.

DUNLOP
BROOKLYN
LONGINES

JONES - PIQUET : FINAL CONFRONTATION

Alan Jones won the World Championship, Nelson Piquet was the runner-up. It was a victory for the older generation over the talented newcomer. One would expect the older, more experienced driver to be the man who took it easy, to finish lots of races, quietly building up points, just as Jody Scheckter did last year when he beat the determined Villeneuve. But of course, it wasn't the case this year. It was the youngster who scored points in race after race with phenomenal regularity, while Jones had the determination to put in fiery drives, and occasionally drop out, victim of such determination. The 1980 series went right down the line, and contained such interesting contradictions. Let's see what the two favourites had to say about their seasons.

by Eric BHAT

It was pretty cold in Canada, but Frank Williams didn't seem to feel it. He was seated on a folding chair beside the guardrail, totally absorbed in his lap chart, a pen in hand ready to mark the next lap. There were just two white columns left, space for the last two laps that separated him from the World Championship. *« Just show him two laps on the board, »* shouted Frank above the noise. *« Don't give him the seconds, it's not worth it. He has a lead of 35 seconds over Pironi. »* On the other side of the pit lane, designer Patrick Head turned his broad back to the track. His face was impassive, yet the very action indicated that he couldn't bear to watch.

For the penultimate time, Didier Pironi drove past the Williams pit. Frank Williams conscientiously wrote the number 25 at the top of the penultimate column, and waited to write the number 27 when Jones passed. The Ligier driver, of course, had been given a minute's penalty. Jones was the real leader, even though he was only second on the road. The green and white Williams followed the Ligier 25 seconds later. The Australian driver had just one more lap to do before victory and the World Championship was his.

As if to mirror the motor racing season, a little ray of sunlight escaped from the cloudy sky. Soon the sun would be behind the stands opposite the pits. It would be twilight, and it was the twilight of the 1980 season. The ray of sunlight came out to welcome the new World Champion. It would soon be all over. Nelson Piquet, watching from the side of the track, was resigned to second place in the series. Alan Jones, in the cockpit, worked away at the wheel. Patrick Head crossed the pit lane to rejoin Frank Williams whose face was already beginning to crack into a broad smile. *« Get out the flag, wave it high »*, said Frank to the mechanics.

The Union Jack fluttered above the armco in front of the Williams pit, celebrating their win, their 1 - 2, and the World Championship title. *« Thank you for your help, »* said Frank to his mechanics. Jones took his foot off the accelerator, relishing the slowing down lap as one of the most enjoyable laps of his career. Not surprisingly, he was utterly satisfied. He'd achieved what he had Set out to do : win the World Championship. After the previous weeks of tension, his satisfaction bordered on relief.

On his way to the rostrum, Frank Williams made a small diversion via the Brabham pit, where he took Gordon Murray's hand. The Brabham designer's face was impassive with disappointment, but it broke into a smile. *« Congratulations Frank, »* said Gordon. Anything more was unnecessary. Straightforward appreciation from loser to winner was almost homage in itself.

Anyway, what more could be said. It had been a fraught day, what with the startline shunt and Pironi's penalty. Gordon would have preferred Jones's victory to be more clear-cut. But he accepted it all the same. The Brabham team were the runners-up. The new season would soon begin soob, and then they could try and take their revenge. Perhaps Gordon was thinking more of his hi-fi system, his family or his motor-cycle at the time.

SO the tremendou Piquet-Jones duel was over. The winners could celebrate, the losers were left alone with their disappointment. All the same, Jones and Piquet were the two men of the 1980 season and their duel had been the highlight of a long Grand Prix season.

For once, Jones was lost for words to describe how he felt. Words like *« fantastic, marvellous, superb, the greatest moment of my life, »* wouldn't have sounded right. The Australian is too dry to say things like that. He isn't over-emotional. The World Championship wouldn't affect him like that. He was surprised not to be more excited. *« I said that if I became World Champion, I was going to have a big party. But actually, I felt very calm and quiet. »*

« Disappointed ? I suppose I was a little disappointed, » said Nelson Piquet, *« but I wasn't really upset. I've had such a good year that winning the championship would have just been a bonus for me. I've won three Grands Prix, I've led the championship, I've won the Procar series. Frankly, it didn't make much difference to me whether I lost the championship or not, because I've had a very good season. »*

Indeed, Nelson has time on his side. Only two years ago, Nelson was just finishing his second season of Formula Three. He'd made his Formula One debut that year at the German Grand Prix, which coincidentally was the scene of one of Alan Jones's greatest races. That day at Hockenheim, the Australian had challenged the dominating Lotus 79s driven by Mario Andretti and Ronnie Peterson, even though he was driving a relatively conventional car.

Nelson joined Brabham for his first full season last year, and became number one driver at the end of the season when Niki Lauda abruptly left the team. So this was only Nelson's second full season of Formula One. Few people could have wished for a better one. *« I didn't really think I'd be in contention for the Championship at the beginning of the season,* he admitted. *« I began the year in very good condition. I finished second at Argentina and Alan won easily. Then the Renaults won a couple of races and we were all worried because we knew they'd be good on the quick circuits. But then they broke down a lot so they didn't score many points. Halfway through the season, » Brabham improved the front suspension of my car and it got better and better. »*

Alan Jones was much more determined at the start of the season. He knew what his aim was, and with last season's experiences still fresh in his mind, he was determined not to lose this year's World Championship. *« We set out to win the World Championship, »* he said. *« We had to be competitive right from the start. That's why we went out to Argentina early, to do some testing. I think it cost about £ 38,000 to do that testing. »*

NElson Piquet had only finished out of the points twice when he arrived in Canada. His first non-finish was in Brazil when the suspension broke and he crashed, while he admits that his visit to the Zolder catch fences was his own mistake. But he'd won three Grands Prix : Long Beach, Holland and Italy. Alan Jones hadn't finished in the points on four occasions : South Africa, Long Beach, Monaco and Holland, twice more than his rival. And two of those non-scoring races were because of mistakes that he'd made : trying to overtake Giacomelli too quickly at Long Beach, and breaking a skirt at Zandvoort. To that score must be added three spins in Argentina. But Alan had also won three races : Argentina, France and Great Britain, plus Spain of course. Basically, Jones had proved himself a brilliant racer, as determined as anyone with results to match, but also the occasional mistake, while Piquet appeared more the old hand who didn't make mistakes and scored points on a regular basis.

« Overall, I've been pretty happy with the way I've driven this year, » Jones reckoned. *« I had a bit of a cruise at Interlagos, I think I could have driven harder there. And obviously I made a dreadful mistake at Zandvoort ; it was inexcusable, ridiculous. Apart from that, I've been reasonably happy with the way I've performed ».*

« I've only made one mistake this year, » explained Nelson. *« Alan's made several. He spun three times in Argentina and he was very lucky the engine didn't stall. »*

Naturally, in modern motor racing, it isn't just the driver that wins races, but the whole team who build, run and develop the car. That considerably influences a driver's success. To design a competitive Formula One car is one thing, but to develop it and keep it reliable are just as complicated. Quite obviously Brabham and Williams have managed to combine all three factors.

Both Jones and Piquet agree about the way the season has developed for their particular machines. *« Nelson outqualified me on four occasions : Long Beach, Imola, Montreal and at Watkins Glen, »* Alan recalled. *« So in terms of actual speed, the Brabham has only been really competitive at the end of the season. My car has been consistently competitive all year. We had the Renault to content with at the beginning of the year, the Ligiers in the middle, and the Brabham at the end. But we've always been in the top six, at every race. »*

Nelson had this to say on the same subject: *« The Williams were always very quick in official practice. I don't know whether that was because of the car or the drivers. But halfway through the season, my car was quicker in the races. It was constant and easier to drive ; on full tanks, my car was better. But for some reason, the Williams was very very quick in official practice. »*

Their respective cars lead us on to the men who designed them in the first place. Once again they agree : they both think the world of their respective designers, Patrick Head of Williams and Gordon Murray of Brabham.

« Well, Patrick's played a very big part in our win, » said Jones. *« I rely very much on him and it's very important that we have a good rapport. I think one of his main qualities is that he doesn't panic. He looks very calmly at a problem, goes away and thinks about it, and comes back. Nine times out of ten, he will have solved the problem. »*

Nelson goes even further when talking about

Gordon Murray. *« As far as I'm concerned, he's a genius. He's the best designer in Formula One, for sure. We lost the championship because of bad luck, the engine blow-up at Montreal. But the previous four races were superb. The car is good, reliable, strong and safe. Gordon and I get on very together. He knows exactly what I'm talking about when I stop in the pits. He's the best. »*

AT some stage or another, this tremendous duel between Jones and Piquet had to be resolved. Both drivers arrived in Montreal on top form. *« I was very uptight and in a bad mood at Zandvoort and Imola, »* admitted Alan Jones. *« But I felt good when I got to Montreal, very relaxed, very happy, I don't know why, to be honest ; maybe it was a different continent, a different country or something like that, but I had good vibrations. »*

Nelson felt the same : *« I wasn't really nervous or anxious when I got to Montreal. Everyone was asking me how I felt, but I told them that I felt fine, because I've had such a good season, without winning championship. »*

In spite of this, there was obviously a certain amount of tension at Montreal. The two championship protagonists qualified on the front row of the grid, and collided at the first corner, causing a series of accidents behind them. This is how Piquet described the incident : *« I'm quite certain about what happened, as are those who saw it on television, I don't think Jones did it on purpose, but there are two main factors involved. First of all, he moved up before the start, he was nearly beside me on the staggered grid. He made a slightly better start than I did. He was, say, a yard in front of my car at the first curve and he squeezed me into the wall. His rear tyre hit exactly halfway up the side of my car. That was the first start.*

« Pironi jumped the second start as did Alan. When the green light came on, Jones didn't start, but he was a yard and a half in front of his line, and that's the same thing as jumping the start. I don't think it was fair to penalise Pironi and not Jones. But that's life. I can't do anything. »

This is how Jones explained it : *« I got the best start. You have to go through a right-hander, which is very quick, before a left-hander. If you're on a good line, you take it flat. If you're not on a good line, you don't take it flat, it's as simple as that. I had a good start. The track in front of me was clear. I couldn't see anybody beside me so I took the line that I wanted to take. The marks on my car were on the rear right-hand-side and the marks on Nelson's car were on the front left-hand-side. So I had three quarters of a car's length lead.*

« Now if I have three quarters of a car's length lead, I take the corner I want. It's up to the guy behind to lift off. If you see a film of the start of the race, you'll see that Nelson virtually did to Pironi what I did to Nelson. Pironi had to lift off and that was the right thing to do. But Nelson kept his foot on the accelerator. That's his problem, not mine. »

So the World Championship was settled under the shadow of this accident, but once the teams moved on to Watkins Glen, Jones's title was confirmed. He ended his championship-winning season with a fine drive through the field to the chequered flag and victory, ending the season as he'd begun it.

« I really hope to win the World Championship again next year, » he said. *« That's why Patrick wasn't at Watkins Glen. He's back in England, designing the new car. But we'll try as hard next year as we have this year, in order to win again. »*

Nelson was a little more cautious about the future. *« Maybe it will be completely different next year. It could be really bad. You know what it's like in motor racing. Ferrari won the championship last year, and they've only scored eight points this year... »* Even in his prediction for the future, Piquet is less impetuous than Jones. □

Alan Jones : « First of all we had to deal with the Renaults, then the Ligiers, and finally the Brabham. But the Williams were always there ».

Saudia Arabia and Great Britain wave the flag. The only one that's missing is the Australian version.

Nelson Piquet : « The Williams might have been quicker in practice, but my Brabham was always there in the race. At the end of the season, it was the fastest car, it was superb ».

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GILLES VILLENEUVE

If it was simply a question of skill, speed and talent, Gilles Villeneuve would surely be proven the best driver in the world. Many people consider him the fastest driver currently. He amazes people with his car control, even though he's only driving in the middle of the pack. But in Formula One, a driver can try as hard as he likes, but if the car is no good, he won't get results. This year, the Ferrari T5 isn't comparable to Villeneuve's talent. Here, the little Quebec driver tells how he's adapted to the car. He's as determined as ever when it comes to the future, but that's because Gilles loves racing.

by Eric BHAT

THIS TIME LAST YEAR, YOU FINISHED SECOND IN THE WORLD CHAMPIONSHIP. MANY PEOPLE, AT THE BEGINNING OF THIS SEASON, RECKONED THAT YOU COULD WELL BE WORLD CHAMPION, BUT THE RESULTS HAVEN'T BEEN FORTHCOMING. WHAT HAS BEEN THE PROBLEM ?

This has been my worst Formula One season ever. It's also Ferrari's worst season for seven or eight years. Other people may have thought I would win the World Championship, but I didn't think I would. I thought I might win a few races, but I knew we weren't going to be as competitive as we were last year. At least, I doubted it. The Williams and Renaults were already faster than we were last year. A lot of teams have made great progress with their ground effect and wing-cars this year. We've simply built a development of the 312 T4. The T5 is a better car, there's no doubt about that, but it's not that much better and it's no competition for the best cars this year. I was fighting for second place in Argentina, and I qualified second in Brazil. But then we started going downhill. It wasn't until Holland and Italy that we started to pick up. I think I would have done quite well at Imola but for my accident.

WHO WOULD YOU HAVE LIKED TO HAVE MOST IN THE TEAM NEXT YEAR ?

I don't have a particular preference, although there are some drivers I would have preferred not to have had as teammate, there's no doubt about that. But otherwise, there was little to chose from the rest. All the same, I think Jean-Pierre Jabouille would have been a good choice. I'm not saying that his driving experience would have helped me, because I don't believe that one driver's experience can help another. That's a fallacy. However, I do think that his technical knowledge, of which he is the master, would have been very helpful to the engineers in the team. He would have been able to give them a lot of information, and he might have been able to show them the way to go in order to make rapid progress. Otherwise, I get on well with a lot of the drivers, particularly the Frenchmen because I know them better.

IS THERE A POSSIBILITY OF RIVALRY BETWEEN DIDIER PIRONI AND GILLES VILLENEUVE ?

He's going to try and beat me, and I'm going to try and beat him. The same thing has happened between Jody and I, so nothing will change on that front. If Pironi does beat me, I hope I have enough maturity and I'm gentlemanly enough not to be ashamed of the fact. I hope it won't stop me from working well. I hope we don't have an unpleasant war within the team. It all depends on how things develop. But basically, it won't change much. I'm used to having to fight hard, don't think that Jody was trying less hard than normal this year, just because he was retiring.

DO YOU THINK THAT THE FERRARI 126 C IS GOING TO WIN NEXT YEAR ?

I think so, yes, but I also think it's going to break just as often. Providing the tyres are competitive, it will win races. Even though the Italian Grand Prix was the car's first official outing, I felt that I could have set a time within a second of the Renaults' best, on a circuit that isn't suited to turbos. I thought it was a very promising debut. Even so, the ground effect isn't as good as it could be. There are a lot of little things still to be resolved. For instance, the gear linkage upsets the air flow. We ran the 126 C in order to try out the engine. The chassis has scarcely been worked on at all.

ARE YOU EAGER TO RACE IT ?

I want to be competitive, whatever the car or whether it's a turbo or not. Basically, the turbo bothers the driver more than anything. It's less fun to drive than a normally aspirated engine. I want a powerful engine. I'd want an 800 horsepower engine if one could get 800 horsepower from a turbo. We've got more grip than power at the moment in Formula One. That doesn't make racing very enjoyable. Out of the ten corners in Spain, four of them could be taken flat out. That's a lot less interesting than having to negotiate ten corners.

IS IT BECAUSE THE T5 ISN'T REALLY A WING-CAR THAT CAUSES YOU TO BE UNCOMPETITIVE ?

I don't really know. Certain things make me think that the car is really bad sometimes. And then at other times, I find that the car isn't as bad as all that. Because of these opposing views, I'm sometimes a little lost. Is it the car or the tyres ? The Ferrari T5 has never been the best of cars. Goodyear has really made a lot of progress and has completely dominated Michelin. The two factors together have meant that we've always been well down on the grid. Furthermore, we've had to change tyres during the race.

MANY PEOPLE, INCLUDING YOUR OWN TEAMMATE JODY SCHECKTER, RECKON THAT YOU'RE THE FASTEST DRIVER IN THE WORLD. BUT YOU HAVEN'T WON A SINGLE RACE THIS YEAR. IS SOMETHING WRONG WITH FORMULA ONE ?

If I carry on qualifying 17 th, people aren't going to think of me as the fastest driver in the world ! Personally, I like to think of myself as the quickest driver in the world, but then every driver will say that. It's very flattering that people think of me as the fastest man on the track because that's why I'm out there, to go quicker than all the rest of them. But having said that, take Ronnie Peterson's career as an example. He was superb with Lotus in 1973 and 1974, but then nothing happened in 1975 and 1976. People said he was finished. When he went back to Lotus in 1978, he showed that he was just as quick as before. So is there something wrong with the sport as a whole ? Maybe. Unfortunately, we're not tennis players, we're at the mercy of our cars. I just hope that the car and tyres are going to be competitive.

YOU'VE PROVED TO BE AS DETERMINED AS EVER THROUGHOUT THIS SEASON. THAT MUST BE DIFFICULT WHEN YOU DON'T WIN.

It all depends on the circumstances. I must admit that I was very disappointed to qualify among the back-markers at Montreal, when I'd been telling the Canadian press for a week that we'd go better there than we had the whole year. Last year, I was a front-runner there. I was trying as hard as I could. This year, I was trying just as hard, yet I was at best in the middle of the pack. Some people even thought I was trying harder than ever. That's not true, I could not go faster than last year. Quite simply, I was battling for something that just didn't seem worth it. Sometimes, it's easy to see, less so on other occasions. During the French Grand Prix at Circuit Paul Ricard, I put all four wheels on the outer kerb at the Signes corner, inches away from the catch fencing. I did that on purpose on each lap because I knew it was the only way to go faster. It may not have been worthwhile, but my view is as follows : I would do the same whether it was for first place or for seventeenth. If I didn't try that hard for a year, I might forget how to try hard again.

YOU'VE GOT ON VERY WELL WITH YOUR TEAMMATE JODY SCHECKTER THIS YEAR. ARE YOU GOING TO MISS HIM NEXT YEAR ?

Yes, very much. We're great friends. Our partnership has been very good for the team, there's never been any unfriendliness between us. We've been able to talk together, work together, and make progress together. We see a lot of one another away from the track. We go out to eat and on to the Casino sometimes. We lose money together ! We've had a good time.

YOU'D PREFER THAT ?

Yes. I'm enjoying racing less for reasons I've just explained. But I still love competition. Once I'm in the car, whether it's going well or not, I drive at my limit.

WHY DID YOU SIGN SO EARLY FOR FERRARI, WITHOUT KNOWING WHETHER THE 126 C WOULD BE COMPETITIVE OR NOT ?

I didn't sign, I renewed an option that the team had with me for one year. It was a negotiable option and I was offered the best terms, so I signed. I didn't have any choice. Even if I'd had a choice, I still would have signed. That was around the time of the Monaco Grand Prix.

CAN YOU SUM UP WHAT SORT OF EXPERIENCE YOU'VE GAINED IN THREE SEASONS OF FORMULA ONE ?

There are times when I feel than I can do certain things that I wouldn't have been able to do a couple of years ago. It makes me think of myself as a better driver than I was last year, or than I was two or three years ago. It's a number of elements that go towards setting a better lap time. It also means that you can do laps without making mistakes. But on that subject, it's easier to do a number of laps without making mistakes when you're a front runner than when you're further back. I've made mistakes this year. That's because of my temperament. I'm annoyed when I'm 15th. I attack in order to improve my position, and sometimes I try too hard. Then I might lose a second or two. But when you're running second or third, you're still trying hard, but taking more care, because you're heading for a good result. It's not so serious if you spin when you're 15th.

DID YOUR HIGH SPEED ACCIDENT AT IMOLA MAKE YOU WONDER A LITTLE ?

Not at all. When I saw the wall loom up, I said to myself that this was going to be a big accident. I was going to break both legs at least, and I was off to hospital. I was sure it was going to be a bad one. It was an obvious reaction at the time. I've driven in 45 Grands Prix. I've had a few crashes, and I'll have a few more in the next 45. It's inevitable. If, out of 100 races, I have ten crashes, then I must injure myself at least once, maybe two or three times. It's the luck of the draw. I was uninjured at Imola, but it could well be different next time. If it is, that's rough, it's part of the job. I just hope that it will only be a break or some other wound that heals. I couldn't bear to have a crash like Regazzoni's. That's dreadful, I couldn't race again.

YOU SEEM TO SEE THINGS VERY COLDLY.

Absolutely. It's an accepted risk. I see things like that because I don't analyse my feelings very much. I don't ask myself whether I'm frightened or not. I like racing, I race, that's it. If I hurt myself, that's unfortunate.

IS GILLES VILLENEUVE GOING TO BE WORLD CHAMPION IN A TURBO FERRARI ?

Certainly. The World Championship is my ultimate aim. But it isn't everything. I want to win Grands Prix. By winning Grands Prix, I will be World Champion. If I'm not champion I'll be like Stirling Moss, the champion without a title. But that won't be all that bad. I just want to win Grands Prix, that's what I like most of all.

NEW FACES, MORE S

Ron Dennis, Teddy Mayer and John Barnard at the presentation of the model of their future Formula One car (right) were working together in North America (left). However, Teddy Mayer doesn't appear to have accepted John Barnard.

Ever since the rumours started circulating that there was something exciting happening in his Surrey, England, workshops there has been no doubt that British entrant Ron Dennis was planning a serious attack on Grand Prix racing. « It has been my intention to get back into Formula One for many years », admitted Dennis : « but we will not get involved unless we have sufficient sponsorship to do a thoroughly professional job ».

by Rob DE LA SALLE

However, the formal announcement of the project -- made in London ten days after the Dutch Grand Prix -- came as something of a surprise. In effect, Dennis and his designer John Barnard have been given the Marlboro sponsorship which McLaren Racing has enjoyed since 1974. Teddy Mayer, the American lawyer who was Bruce McLaren's friend and co-director of the first racing team set up by the New Zealander in 1963, will be the third member of the board of a new company which has been set up under the name « McLaren International ». The amalgamated teams will shortly be moving into a new factory in West London, but among those who will not be going is McLaren designer and former co-director Gordon Coppuck.

Many racing fans will be disappointed that the illustrious name « McLaren » made famous on so many Formula One, Can-Am and Indy cars over the years is to disappear from the new team's cars. Barnard's designs will be known, for sponsorship purposes, merely as « Marlboros ». The first of them, shown to the press in model form in London, will be known as the MP4/1 (M for Marlboro, P4 for Dennis's Project Four outfit). However, the nickname « McDennis » has already been heard in the pits.

Dennis is no stranger to Formula One. Ten years ago, he worked alongside Jack Brabham and designer Ron Tauranac as chief mechanic with the Brabham Formula One team. Less well remembered was the under-financed Formula One Token-Cosworth which brought the late Tom Pryce to public attention in 1974, before disappearing as a result of financial and other difficulties. For the past six years, Dennis has concentrated on the preparation and development of Ralt and March chassis for Formula Two and Three races. More recently, he has undertaken the building of BMW's own Procars. He has been associated with many up-and-coming drivers, among them Eddie Cheever, Derek Daly, Chico Serra, Andrea de Cesaris and Stefan Johansson.

Dennis's cars have always been immaculately prepared. The office above his compact workshops in Woking, about 30 miles from London, is noted for its thick pile carpets and elegant rubber plants. A professional to the tips of his fingers, Dennis has always ensured that his mechanics are well paid for a job well done. With their smart clothes and credit-card style of travel, it is not surprising that they have earned the soubriquet of « Team Briefcase ».

London-born John Barnard has no previous Formula One experience. Nevertheless, working alongside Eric Broadley at Lola Cars Ltd he not only designed a series of top-selling 2-litre sports cars and single seaters but also formed a firm friendship (which endures to this day) with another Lola « graduate », Williams designer Patrick Head. Barnard was recruited by Dennis from Chaparral Cars last year after he had supervised the design and construction, in England, of the superb Chaparral 2 J which set aerodynamic trends in the USA and went on to win this year's Indianapolis 500.

E SPEED AT McLAREN

When Barnard started, earlier this year, to make plans for his first Grand Prix car he was under no illusions about the importance of aerodynamics. Many months of study, together with more than £ 100 000 of funds, went into work on one-third scale models in the Southampton University wind tunnel, probably the most sophisticated of its type in Britain. The tunnel has a moving floor (essential for ground-effect studies) and the expensive models are fitted with rolling wheels to complete the scale aerodynamic « reality ».

When the Marlboro Formula One car makes its first appearance, however, it will be the form of construction chosen by Dennis and Barnard which is expected to create the most interest. Its chassis is built entirely of aerospace-quality carbon-fibre, making it not only exceptionally light, but also, according to Dennis, capable of « punching holes in armco. »

First developed in Britain, carbon fibre is seen as a future replacement for metal both in aircraft and passenger vehicles. It is already in virtually universal use on military aircraft and missiles. The cost per pound is coming down almost as fast as that of electronic calculators. But the first « McDennis » chassis is estimated to have cost £ 200 000, and while subsequent examples will be cheaper as research and tooling costs are absorbed, Dennis admits that his chassis « will never be anything as cheap as a conventional car. »

To design the chassis, Barnard took a crash course in carbon fibre studies. Basically, the fibres are put through a process which aligns their molecular structure into a rope-like formation. The resulting strands are bonded into mat form using epoxy resins.

Although carbon fibre technology is well advanced in Britain, Barnard was bitterly disappointed to find that his attempts to have the chassis made in England were not taken seriously. « Fortunately, John had a contact in the States as a result of working with Chaparral », recalls Dennis. « We made a phone call on a Friday afternoon and were both flying to America on the following morning. »

The company which is helping the team is a branch of the Hercules Corporation which makes many parts, rocket engines and solid fuel propellants for American missiles. « The division which is helping us is based in Salt Lake City, » says Dennis. « They specialise in solid fuel motors... they've even offered us one for Formula One ! »

Dennis emphasises that his chassis, unlike some current ones in which carbon fibre panels are riveted into a normal aluminium structure in order to save weight, owes much of its strength to being moulded in a high-temperature pressure vessel called an « autoclave ». The whole process, he adds, takes several hours : « during which the whole unit is subjected to vacuum and temperature in a thoroughly controlled environment. »

There will be some changes to the chassis after the team has undertaken static and racing tests in England, starting at the end of November. Dennis confidently adds that « we will categorically prove that our car is safer for a driver to have an accident in than anything previously running. And to prove it we shall make available the computer programmes to any qualified engineer. »

Asked about the team's attitude to current controversies over skirts, Dennis calmly says that « the car will conform to the regulations in force at the present time, » adding that Bernie Ecclestone's FOCA has his full support. Co-director Mayer is already known as a strong FOCA member.

Both Dennis and Barnard are well aware that a lot will be expected of them. « We have two major advantages over the other Grand Prix teams, » he says : « we have been able to start with a clean sheet of paper ; and because we don't have to race in Formula One at present we have had all the time we needed to do the job right. »

Perhaps the most encouraging feature of the project is the attitude of the Hercules company. « The whole racing project has captured the imagination of their upper management, » he says, « and we're already talking about the next step. » With the experience and technology behind this huge American company, it is hardly surprising that most other teams are taking the new Marlboro MP4/1 more than seriously. □

FW07-BT49 ALONG THE SAME LINES

This year's Grand Prix season ended with a duel for supremacy between two cars. The Patrick Head-designed Williams FW 07 and Gordon Murray's Brabham BT 49 have a number of common features, their basic relationship has never been in doubt, but the two cars are quite different when it comes to detail. The Williams uses a traditional chassis, while the Brabham is more sophisticated. Both designers have put their own mark on their cars.

by Giorgio PIOLA

Neither car was brand new in 1980. Both were developments of cars that were competitive last year. Their advantage lies in their similar technical qualities : a simple basis, light and manœuvrable. Those qualities, plus reliability, were the main reasons for their superiority.

They may be simple cars, but those who have tried to copy them haven't come up with the same results. There have been a number of Williams and Brabham copies ; some haven't been as competitive, some haven't been competitive at all. Those designed by Colin Chapman, Harvey Postlethwaite and Tony Southgate are among them.

The Williams simplicity has often attracted comment. *« We've never denied that our basic inspiration was the Lotus 79 which was the first real wing-car »*, said Frank Williams. *« But we've worked on that basis to improve its most important qualities : aerodynamics, weight distribution and suspension. We're not innovators. We prefer to develop a car step by step. We don't like taking risks. But if something we thought would work fails to bring the results we expected, then we don't think twice about abandoning the idea ».*

The latter statement was evident during the first three Grands Prix this year. In wind tunnel tests, new bodywork under the rear end of the car had proved to give good results, and the cars arrived in South America in that configuration. But on the track, the story was different. The cars' aerodynamics were affected as a whole, because the centre of pressure had been moved back.

Reverting to the original car, the team have made no further major changes this year, but they've made regular progress all the same. In Belgium, for example, the cars' upper side pod profiles were rounded, which caused an amused Gordon Murray to comment, *« have you seen the new Williams-Brabham ? »*.

When their heat exchangers began to give trouble, the Williams team quickly reverted to the standard oil radiator.

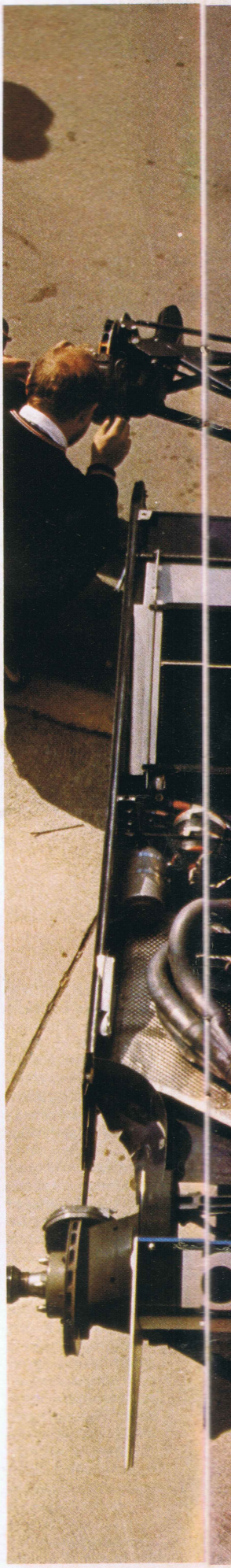
Another example of the team's continual search for speed and development were the new aerodynamics which appeared at Zolder. There was a new underside profile, and bodywork just forward of the rear wheels.

Aerodynamic work took place in the wind tunnel on a regular basis, as proven by the number of rear wing profiles that appeared throughout the season.

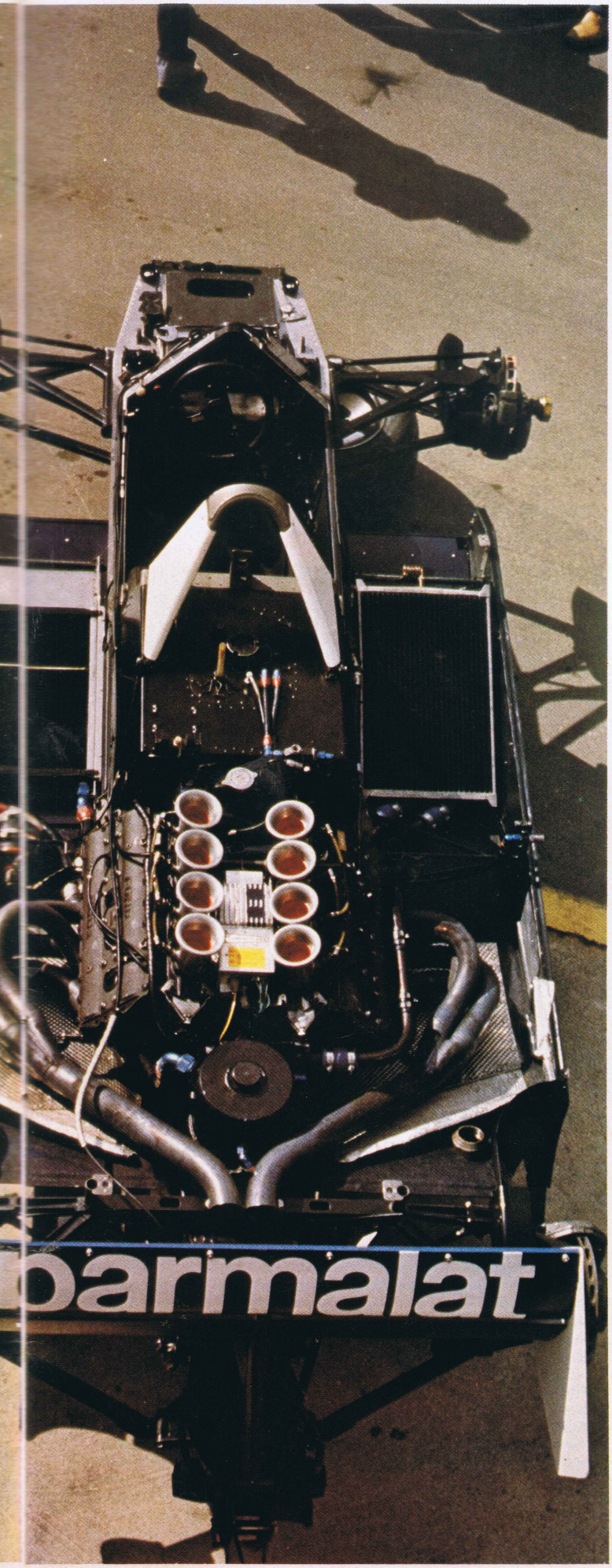
Brabham worked progressively too, and like Williams, made no drastic changes during the season. Gordon Murray concentrated on making his car simple and efficient without being distracted by risky innovations such as the sideways radiator to the Brabham-Alfa BT 48 last year.

In fact the only novelty to appear on the BT 49 throughout the season was the Weismann gearbox that was first tried on the Brabham at Long Beach. This was later abandoned in order to ensure reliability, but there was some logical thinking behind its use. The new gearbox was intended to tidy up the rear end of the car, improving weight distribution and cutting down the rear-end overhang. But Zandvoort was the real turning point for the Brabham team, where new front suspension appeared which lengthened the wheelbase and again improved weight distribution.

Their respective cars have given both Gordon Murray and Patrick Head considerable success, but few designers are content to rest on their laurels. Formula One is far too competitive for that, and already both men are working towards the future. Brabham are still working on making the Weismann gearbox efficient, while Williams will have exclusive use next year of their new Frank Dernie-designed semi-locked differential which they used in Montreal and Watkins Glen. □



The two principal cars of 1980 seen from different angles, allowing one to compare their similarities and differences. Both are simple and clean, but their respective chassis structures are different. The Williams has a classic monocoque and honeycomb structure while the Brabham monocoque is more sophisticated with carbon fibre skin. Their suspensions are different too. The Williams has the almost classic rocker arm front suspension, while the Brabham has a top wishbone plus rising rate suspension at front and rear, the combined shock absorber/spring operated by a link.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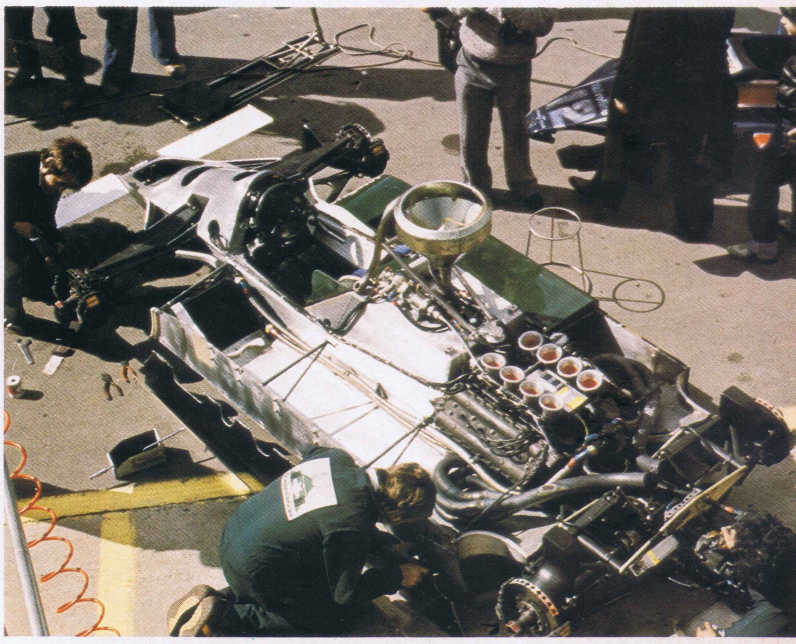

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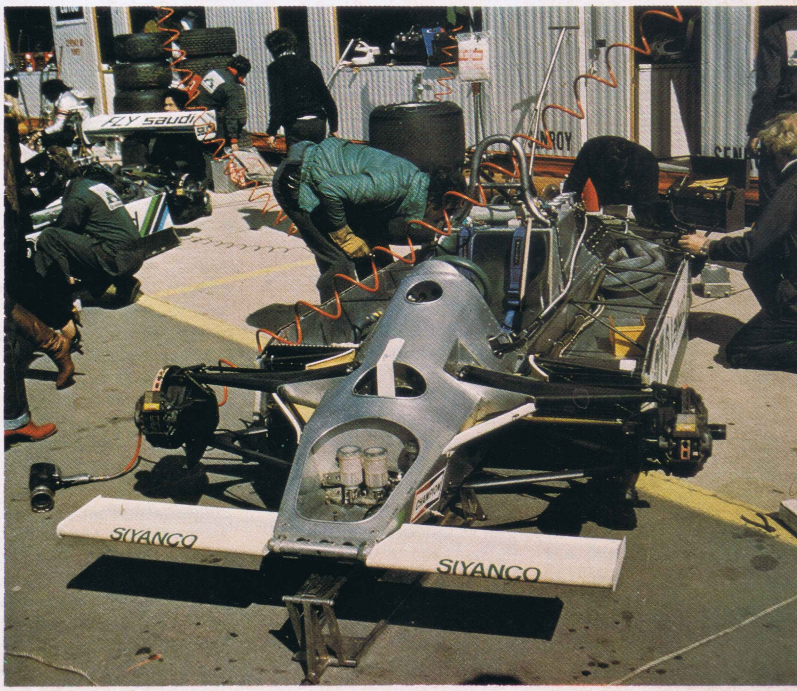
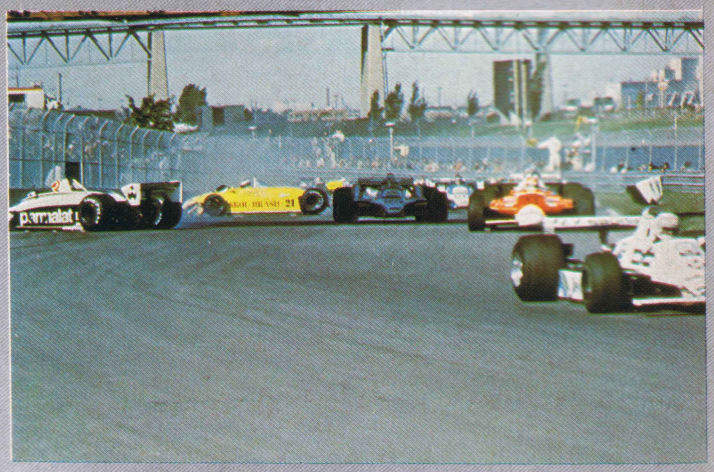

SIYANCO
SIYANCO

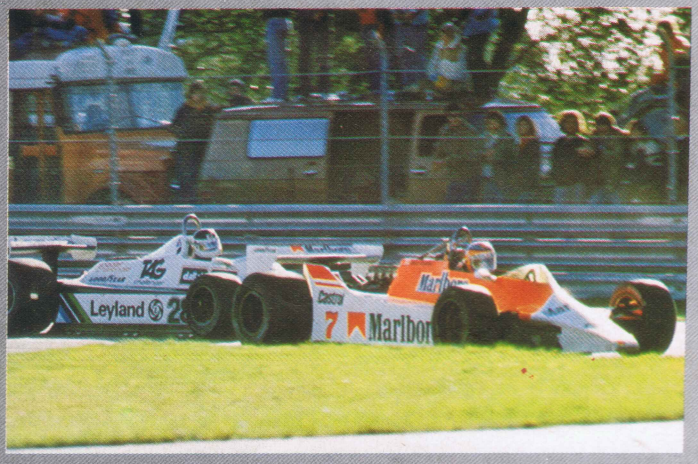
CANADA: RACE FILM

With Alan Jones and Nelson Piquet on the first row of the grid, it wasn't surprising that there was a lot of tension even before the start of the race. And when it did start, that tension was transmitted to the rest of the field : eight cars were involved in a startline shunt. When the race restarted, Alan Jones led first of all. Then Piquet overtook him, even though he was in his spare car. He pulled out a comfortable lead, but when he retired, Jones was left in the lead. The Australian had his hands full with Didier Pironi just behind, but he let the Frenchman past and the Ligier driver won the race - on the track. However, he was deprived of that win thanks to a jumped start.



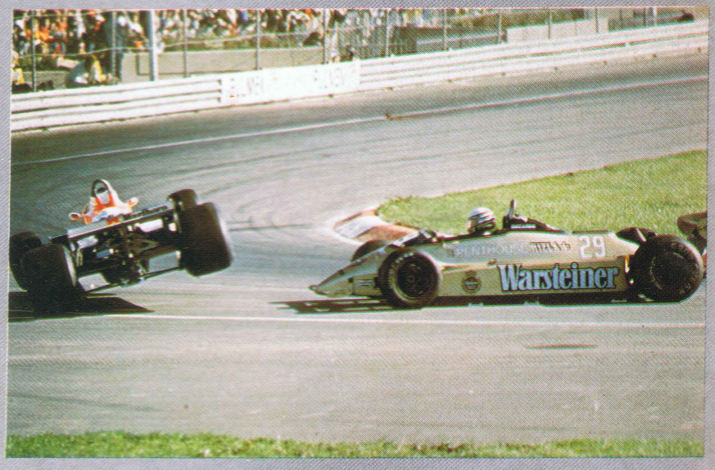
1

1 - Chaos during the first start : Jones is on his way, while Piquet is already sideways as is Rosberg behind him.



4

4 - McLaren action on the seventh lap. Watson finds a way past Reutemann and takes fourth place...



5

5 - ... while a few seconds later, Prost has to fight to keep the position he's just taken off Patrese. The Italian's race is over.

PRACTICE

Nelson Piquet was relatively far back on the grid after the first practice session on Friday afternoon. He was only sixth quickest, while his great rival in the World Championship, Alan Jones, set fastest time in front of his teammate Carlos Reutemann. It seemed to be a Williams circuit, as it was a Ligier track, for Laffite and Pironi took third and fifth fastest times respectively. John Watson slotted his McLaren M 29 between the two French cars, not only because of the Belfast driver's own talents, but also those of John Barnard who is now learning about Formula One - and quickly too. De Angelis, de Cesaris, Arnoux and Rosberg completed the first ten.

Piquet got his own back the next day. He set fastest time in front of Jones, so the two championship leaders would start from the front row of the grid. However, Piquet would seem to have the advantage, because he was eight tenths of a second quicker than Jones. But the latter wasn't too worried. He decided to use 13 inch front wheels, and reckoned that Piquet's advantage wasn't insurmountable.

Pironi confirmed that Ligier were competitive again by qualifying third on the grid. Laffite was only ninth, but did a lot fewer laps than his teammate because of various problems.

Giacomelli had been relatively far down the grid the previous day following an accident, but he was up to fourth by the end of practice. Long Beach had also shown that the Alfa Romeo 179 is suited to street circuits of this kind.

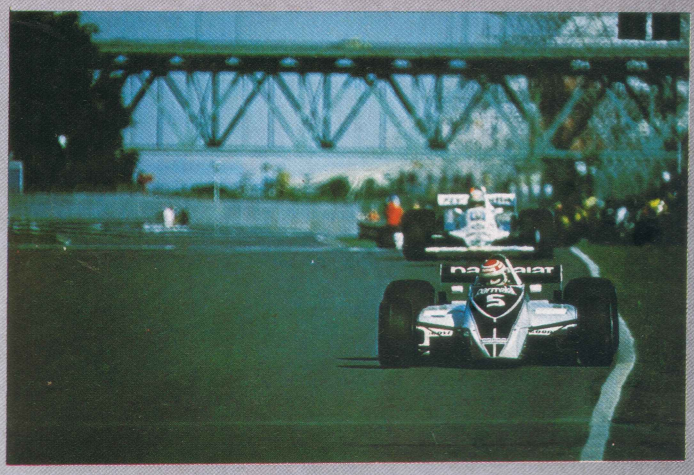
Reutemann was fifth on the grid, in front of Rosberg. The Finn proved to be one of the stars of practice. Because of these improvements, Watson dropped to seventh on the grid.

The non-qualifiers were Surer, Scheckter, Keegan and Cogan. Not surprisingly, it was Scheckter who was the most disappointed.

RACE

What happened at the start ? According to eye-witnesses, Jones slightly jumped the start and was half a length ahead of Piquet. It seems he hit the Brabham, which in turn thumped the wall. In the chaos that followed, eight cars were disabled in some form or another : those or Piquet, Rosberg, Andretti, Daly, Jarier, Villeneuve, Mass and Fittipaldi. It was bad luck for Nelson, who

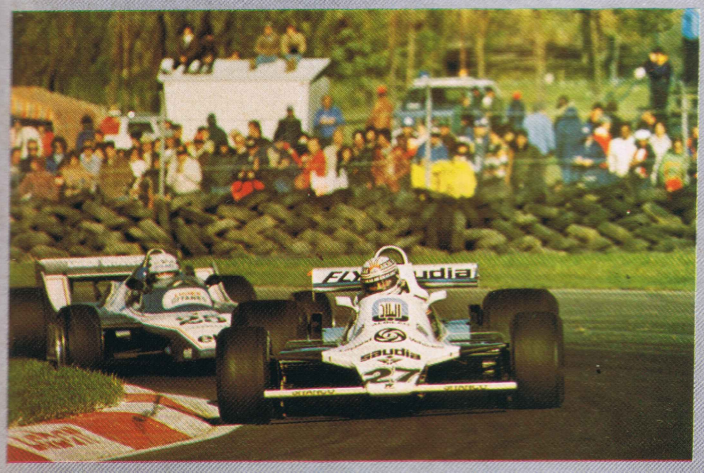
2



3

2 - The rest of the field gets involved. Mario Andretti's airborne, flying over Mass. Fittipaldi is behind the Arrows, while Jarier's Tyrrell wing is also visible.

3 - Piquet drives his spare Brabham at the restart. He quickly overtakes Jones and pulls away comfortably.



6

7

6 - Pironi catches Jones. He overtakes on the 44 th lap, but it's not worth nine points.

7 - Sound the trumpets, herald the new World Champion. Pironi gets his own back with the champagne.

would then have to restart in his spare car. It was also bad luck for Tyrrell, for two cars were damaged. Daly didn't restart and Jarier took over the unlucky Thackwell's car. And finally, it was rough on the Fittipaldi team, for Emerson had to take over the old F7 which hadn't turned a wheel since the British Grand Prix, apart from in Holland.

The second start was a little less chaotic. Jones took the lead followed by Pironi, Piquet, Giacomelli, Reutemann and Watson.

On the second lap, Piquet took Jones and pulled away as though he was in a different race, at the rate of around a second a lap. Jones seemed unable to do anything about his rival.

Piquet's drive lasted until the 24th of the 70 lap race. Nelson had pulled out a nine second lead, and had settled for that, a considerable margin over his rival. But then his engine blew up, as simple as that. That left Jones in the lead, although not a comfortable lead. Pironi was just three seconds behind. Two laps after Piquet disappeared, Jabouille had his big accident. And another four laps later, the French Ligier driver was right behind the Australian. This wasn't the only battle taking place. Four cars were fighting over third place in the order Watson, Reutemann, Prost and Laffite. Further back, Villeneuve and Rebaque were also in contention.

The McLaren drivers were really trying hard. Watson overtook Reutemann on the seventh lap, while Prost was also very busy. He overtook Rebaque and then managed to get by Patrese after a very fraught battle which ended in the two of them touching. That let Rebaque by again, but Prost caught him and overtook him again and then he overtook Laffite.

Meanwhile, Pironi and Jones battled from the 30th to the 44th lap when the Frenchman overtook the Australian. At the same time, though, the loudspeakers announced that the Ligier driver had been given a minute penalty for a jumped start. That left Jones in the lead in front of the lively quartet of Watson, Reutemann, Prost and Laffite. But they had their troubles too. Prost suffered a mechanical breakage and left the track after he'd overtaken Reutemann. Watson spun just before the finish, allowing Reutemann and Pironi (with his one minute penalty) to overtake. Poor Laffite ran out of petrol on the last lap.

So Pironi was the first across the finishing line, but was deprived of a win by his minute penalty. So Jones was placed first in front of Reutemann, Pironi, Watson, Villeneuve and Rebaque. □

Montréal statistics

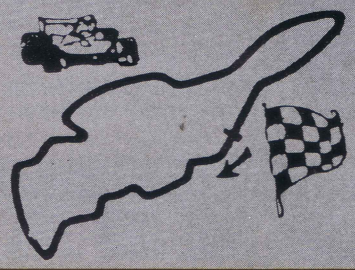
CANADIAN GRAND PRIX

Date : September 28, 1980
Circuit length : 2.740 miles
Race distance : 70 laps, 191.817 miles
Conditions : sunny but cold
Attendance : approx 75,000 spectators

THE RECORD

(last five races)

1975 : —
1976 : Hunt (Mc Laren M23)
1977 : Scheckter (Wolf WR 4)
1978 : Villeneuve (Ferrari 312 T3)
1979 : Jones (Williams FW07)



STARTING GRID

PIQUET Brabham BT 49/B 1'27"328	**JONES** Williams FW07/B 1'28"164
PIRONI Ligier JS 11/15 1'28"322	**GIACOMELLI** Alfa Romeo 179 1'28"575
REUTEMANN Williams FW 07/B 1'28"663	**ROSBERG** Fittipaldi F8 1'28"702
WATSON Mc Laren M29/B 1'28"753	**DE CESARIS** Alfa Romeo 179 1'29"026
LAFFITE Ligier JS 11/15 1'29"130	**REBAQUE** Brabham BT 49/B 1'29"377
PATRESE Arrows A3 1'29"400	**PROST** Mc Laren M30 1'29"804
JABOUILLE Renault RE23 1'29"932	**CHEEVER** Osella FA1/B 1'29"937
JARIER Tyrrell 010 1'30"070	**FITTIPALDI** Fittipaldi F8 1'30"294
DE ANGELIS Lotus 81 1'30"316	**ANDRETTI** Lotus 81 1'30"550
LAMMERS Ensign MN 180 1'30"660	**DALY** Tyrrell 010 1'30"791
MASS Arrows A3 1'30"831	**VILLENEUVE** Ferrari 312 T5 1'30"855
ARNOUX Renault RE25 1'30"912	**THACKWELL** Tyrrell 010 1'31"036

Non qualified :

SURER (ATS D4) 1'31"169
SCHECKTER (Ferrari 312 T5) 1'31"688
KEEGAN (Williams FW07) 1'32"638
COGAN (Williams FW07) 1'32"745

TIMES IN UNOFFICIAL PRACTICE

	Friday morning	Saturday morning
PIQUET	1'43"899	1'28"945
JONES	1'45"201	1'28"858
PIRONI	1'41"809	1'29"545
GIACOMELLI	1'49"699	1'29"899
REUTEMANN	1'42"853	1'31"597
ROSBERG	1'45"762	1'29"981
WATSON	1'45"787	1'29"988
DE CESARIS	1'45"650	1'31"751
LAFFITE	1'43"000	1'29"684
REBAQUE	1'46"548	1'30"862
PATRESE	2'04"449	1'31"744
PROST	1'49"410	1'30"572
JABOUILLE	1'47"643	1'29"983
CHEEVER	1'47"121	1'30"162
JARIER	1'45"585	1'31"528
FITTIPALDI	1'46"785	1'32"118
DE ANGELIS	1'45"535	1'30"862
ANDRETTI	1'45"954	1'32"280
LAMMERS	1'47"023	1'31"971
DALY	1'44"969	1'33"072
MASS	1'56"942	1'32"389
VILLENEUVE	1'44"972	1'31"298
ARNOUX	1'45"260	1'34"826
THACKWELL	1'47"642	1'32"671
SURER	1'47"901	1'31"818
SCHECKTER	1'47"104	1'32"534
KEEGAN	1'47"718	1'32"017
COGAN	1'47"053	1'32"907

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
PIQUET	1'31"909	1'27"328
JONES	1'30"710	1'28"164
PIRONI	1'31"896	1'28"322
GIACOMELLI	1'34"628	1'28"575
REUTEMANN	1'31"184	1'28"663
ROSBERG	1'33"829	1'28"702
WATSON	1'31"880	1'28"753
DE CESARIS	1'32"579	1'29"826
LAFFITE	1'31"815	1'29"130
REBAQUE	1'33"980	1'29"377
PATRESE	1'34"210	1'29"400
PROST	1'33"899	1'29"804
JABOUILLE	1'34"058	1'29"932
CHEEVER	1'34"603	1'29"937
JARIER	1'34"234	1'30"070
FITTIPALDI	1'36"847	1'30"294
DE ANGELIS	1'32"115	1'30"316
ANDRETTI	1'34"040	1'30"559
LAMMERS	1'34"658	1'30"660
DALY	1'34"843	1'30"791
MASS	1'38"099	1'30"831
VILLENEUVE	1'34"588	1'30"855
ARNOUX	1'33"693	1'30"912
THACKWELL	1'37"738	1'31"036
SURER	1'36"060	1'31"169
SCHECKTER	1'35"179	1'31"688
KEEGAN	1'35"322	1'32"638
COGAN	1'37"059	1'32"743

PIT STOPS AND RETIREMENTS

Daly : accident after first start - **Thackwell :** withdrew after first start, car taken over by Jarier - **Patrese :** retired 7th lap, accident with Prost causing damage to front suspension - **Fittipaldi :** retired 8th lap, broken gearbox - **Giacomelli :** retired 8th lap, accident with Pironi - **De Cesaris :** retired 8th lap, engine - **Cheever :** retired 9th lap, broken fuel pump - **Andretti :** retired 12th lap, oil leak - **Piquet :** retired 24th lap, engine - **Jabouille :** accident 26th lap, caused by broken front suspension - **Arnoux :** retired 39th lap, gearbox - **Prost :** retired 42cnd lap, broken front left suspension - **Laffite :** ran out of petrol, last lap.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

Position/Driver	ARGENTINA	BRAZIL	SOUTH AFRICA	US WEST	BELGIUM	MONACO	FRANCE	GREAT BRITAIN	AUSTRIA	GERMANY	HOLLAND	ITALY	CANADA	Total
1. Jones	9	4	—	—	6	—	9	9	4	6	—	6	9	62
2. Piquet	6	—	3	9	—	4	3	6	3	2	9	9	—	54
3. Reutemann	—	—	2	—	4	9	1	4	6	4	(3)	4	6	42
4. Laffite	—	—	6	—	—	6	4	—	9	3	4	—	—	32
5. Arnoux	—	9	9	—	3	—	2	—	—	—	6	—	—	29
6. Pironi	—	3	4	1	9	—	6	—	—	—	—	1	4	28
7. De Angelis	—	6	—	—	—	—	—	—	—	1	—	3	—	10
8. Jabouille	—	—	—	—	—	—	—	—	—	9	—	—	—	9
9. Patrese	—	1	—	6	—	—	—	—	—	—	—	—	—	7
10. Daly	3	—	—	—	—	—	—	3	—	—	—	—	—	6
Jarier	—	—	—	—	2	—	—	2	—	—	2	—	—	6
Rosberg	4	—	—	—	—	—	—	—	—	—	—	2	—	6
Villeneuve	—	—	—	—	1	2	—	—	1	—	—	—	2	6
Watson	—	—	—	3	—	—	—	—	—	—	—	—	3	6
15. Fittipaldi	—	—	—	4	—	1	—	—	—	—	—	—	—	5
Prost	1	2	—	—	—	—	—	1	—	—	1	—	—	5
17. Mass	—	—	1	—	—	3	—	—	—	—	—	—	—	4
Giacomelli	2	—	—	—	—	—	—	—	2	—	—	—	—	4
19. Scheckter	—	—	—	2	—	—	—	—	—	—	—	—	—	2
20. Rebaque	—	—	—	—	—	—	—	—	—	—	—	—	1	1

CONSTRUCTORS CUP

1. Williams 105 pts - **2.** Ligier 60 pts - **3.** Brabham 55 pts - **4.** Renault 38 pts - **5.** Tyrrell 12 pts - **6.** Arrows, Fittipaldi et Mc Laren 11 pts - **9.** Lotus 10 pts - **10.** Ferrari 8 pts - **11.** Alfa Romeo 4 pts.

RESULTS

1. JONES	Williams FW 07/B	70 laps in 1h46'45"53 (110.001 mph)
2. REUTEMANN	Williams FW 07/B	15"54 behind
3. PIRONI	Ligier JS 11/15	19"86 behind (including 1' penalty)
4. WATSON	Mc Laren M29/B	30"97 behind
5. VILLENEUVE	Ferrari 312 T5	55"23 behind
6. REBAQUE	Brabham BT 49/B	one lap behind
7. JARIER	Tyrrell 010	one lap behind
8. LAFFITE	Ligier JS 11/15	two laps behind
9. ROSBERG	Fittipaldi F8	two laps behind
10. DE ANGELIS	Lotus 81	two laps behind
11. MASS	Arrows A3	three laps behind
12. LAMMERS	Ensign MN180	four laps behind

Fastest lap : Pironi, 1'28"769, 113.398 **(record).**

THEIR FASTEST RACE LAPS

	Time	Lap n°
Pironi	1'28"76	62
Jones	1'29"07	57
Reutemann	1'29"58	64
Laffite	1'29"68	66
Prost	1'30"19	21
Villeneuve	1'30"31	69
De Angelis	1'30"33	63
Watson	1'30"34	54
Piquet	1'30"51	21
Rosberg	1'30"66	56
Jarier	1'30"68	60
Rebaque	1'30"84	61
Giacomelli	1'31"34	6
De Cesaris	1'31"72	6
Jabouille	1'31"99	23
Patrese	1'32"44	5
Cheever	1'32"96	5
Andretti	1'33"42	8
Lammers	1'33"01	68
Arnoux	1'33"75	18
Mass	1'33"78	59
Fittipaldi	1'36"12	6

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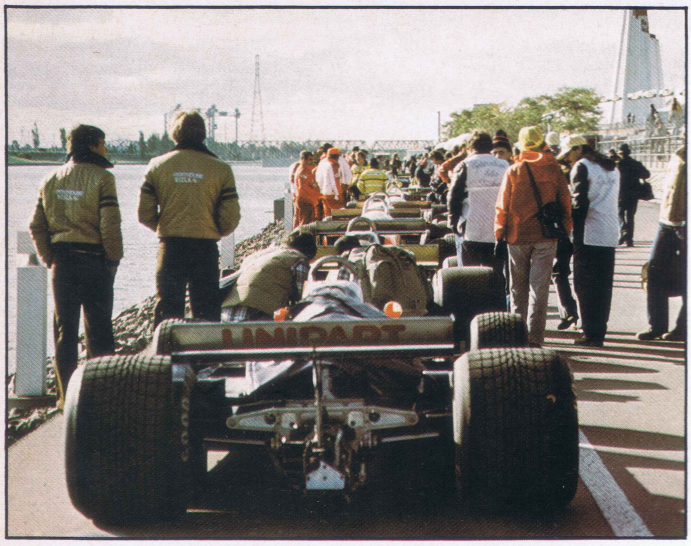
Postcard from Montreal

The pre-race parade. The wind is cold, but Piquet is happy enough.

One is a photographer, another a singer, and the third designs Grand Prix cars. But George Harrison probably can't design cars, and we don't reckon that Gordon Murray is as good a photographer as Manou Zurini, who in turn isn't much of a singer. So don't get them mixed up.



Funny how photographer's minds turn to other things on cold or warm days. But our man couldn't find the heat exchanger in this chassis.

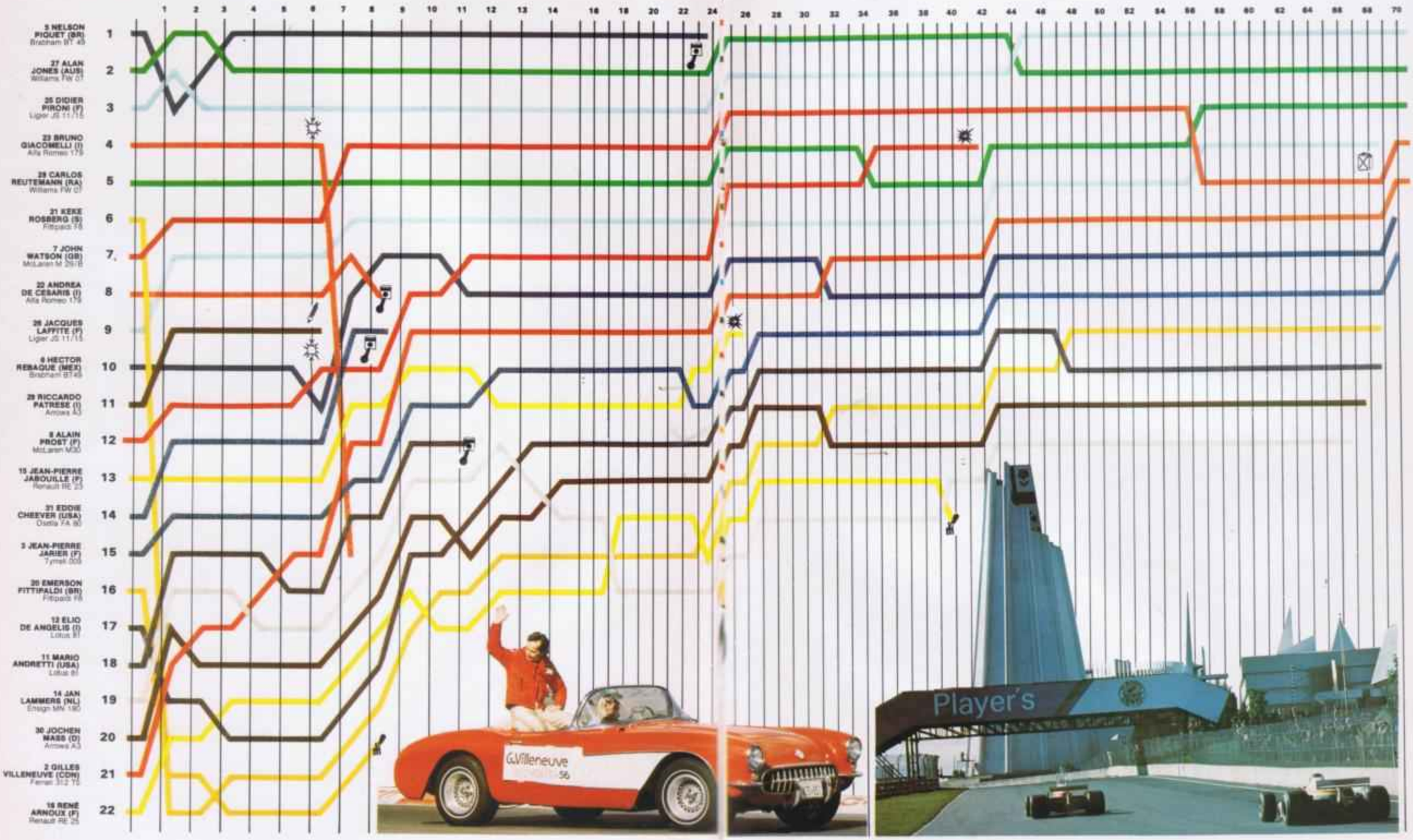
Formula One and water, the chilly end-of-season version of Monaco.

Jackie Stewart's Grand Prix career is over, but Patrick Tambay wants to get back into Formula One. As Jacky Ickx said, that's harder than getting into Formula One in the first place.

THE NORTH AMERICAN G P IN PICTURES

1 - The Canadian Grand Prix, lap by lap.
2 - A fine end-of-season drive by De Angelis.
3 - Mass made his comeback, without any success.
4 - In spite of their Long Beach promise, ATS failed to score points.
5 - A foretaste of 1981 for Pironi.
6 - Piquet races against time, but likes to wear a watch all the same.
7 - Villeneuve, no success, but as spectacular and determined as ever.
8 - Second wind for Watson ?
9 - Prost was competitive in Canada, but it didn't last.
10 - The US Grand Prix East, lap by lap.
11 - Rosberg was impressive in practice at Montreal, but failed to finish in the points.
12 - Was this Fittipaldi's last appearance in Grand Prix racing ?

Lap by lap-Giro per giro-Runde um Runde-Tour par tour-Vuelta a vuelta-Ronde na ronde


1 2 3 4 5 6 7 8 9 10 11 12 13 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70
5 NELSON PIQUET (BR) Brabham BT 49 1
27 ALAN JONES (AUS) Williams FW 07 2
25 DIDIER PIRONI (F) Ligier JS 11/15 3
23 BRUNO GIACOMELLI (I) Alfa Romeo 179 4
29 CARLOS REUTEMANN (RA) Williams FW 07 5
21 KEKE ROSBERG (S) Fittipaldi F8 6
7 JOHN WATSON (GB) McLaren M 29/B 7
22 ANDREA DE CESARIS (I) Alfa Romeo 179 8
26 JACQUES LAFFITE (F) Ligier JS 11/15 9
6 HECTOR REBAQUE (MEX) Brabham BT 49 10
29 RICCARDO PATRESE (I) Arrows A3 11
8 ALAIN PROST (F) McLaren M30 12
15 JEAN-PIERRE JABOUILLE (F) Renault RE 23 13
31 EDDIE CHEEVER (USA) Osella FA 80 14
3 JEAN-PIERRE JARIER (F) Tyrrell 009 15
20 EMERSON FITTIPALDI (BR) Fittipaldi F8 16
12 ELIO DE ANGELIS (I) Lotus 91 17
11 MARIO ANDRETTI (USA) Lotus 91 18
14 JAN LAMMERS (NL) Ensign MN 180 19
30 JOCHEN MASS (D) Arrows A3 20
2 GILLES VILLENEUVE (CDN) Ferrari 312 T5 21
16 RENÉ ARNOUX (F) Renault RE 23 22
G.Villeneuve
56
Player's

Lap by lap-Giro per giro-Runde um Runde-Tour par tour-Vuelta a vuelta-Ronde na ronde

ESSEX
TISSOT
QUARTZ
Valvoline
12
GOODYEAR

JOCHEN
Warsteiner

D.PIRONI

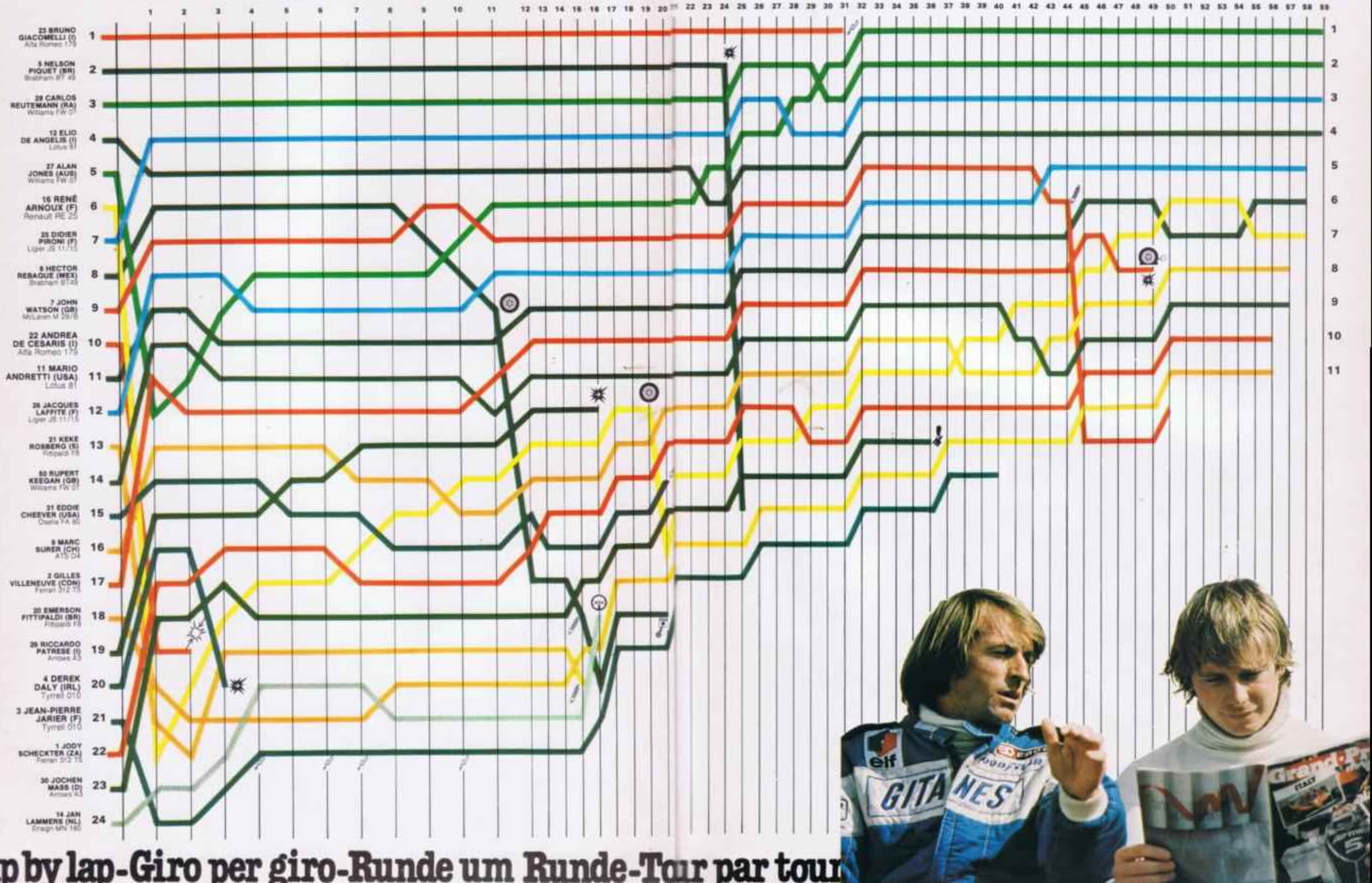
Marlboro
Labatt
LONGINES
Agip
MICHELIN

ATS
ATS

Simpson
John
Marlb

Marlboro
PROST
Marlboro

Lap by lap-Giro per giro-Runde um Runde-Tour par tour-Vuelta a vuelta-Ronde na ronde


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59
23 BRUNO GIACOMELLI (I) Alfa Romeo 179 1
5 NELSON PIQUET (BR) Brabham BT 49 2
28 CARLOS REUTEMANN (RA) Williams FW 07 3
12 ELIO DE ANGELIS (I) Lotus 81 4
27 ALAN JONES (AUS) Williams FW 07 5
16 RENÉ ARNOUX (F) Renault RE 20 6
25 DIDIER PIRONI (F) Ligier JS 11/15 7
8 HECTOR REBAQUE (MEX) Brabham BT49 8
7 JOHN WATSON (GB) McLaren M 29/B 9
22 ANDREA DE CESARIS (I) Alfa Romeo 179 10
11 MARIO ANDRETTI (USA) Lotus 81 11
26 JACQUES LAFFITE (F) Ligier JS 11/15 12
21 KEKE ROSBERG (S) Fittipaldi F8 13
50 RUPERT KEEGAN (GB) Williams FW 07 14
31 EDDIE CHEEVER (USA) Osella FA 80 15
9 MARC SURER (CH) ATS D4 16
2 GILLES VILLENEUVE (CON) Ferrari 312 T5 17
20 EMERSON FITTIPALDI (BR) Fittipaldi F8 18
29 RICCARDO PATRESE (I) Arrows A3 19
4 DEREK DALY (IRL) Tyrrell 010 20
3 JEAN-PIERRE JARIER (F) Tyrrell 010 21
1 JODY SCHECKTER (ZA) Ferrari 312 T5 22
30 JOCHEN MASS (D) Arrows A3 23
14 JAN LAMMERS (NL) Ensign MN 180 24

Lap by lap-Giro per giro-Runde um Runde-Tour par tour

SKOL
Marlboro
GOODYEAR
SKOL
Cerveja Pilsen
21
SKOL BRASIL

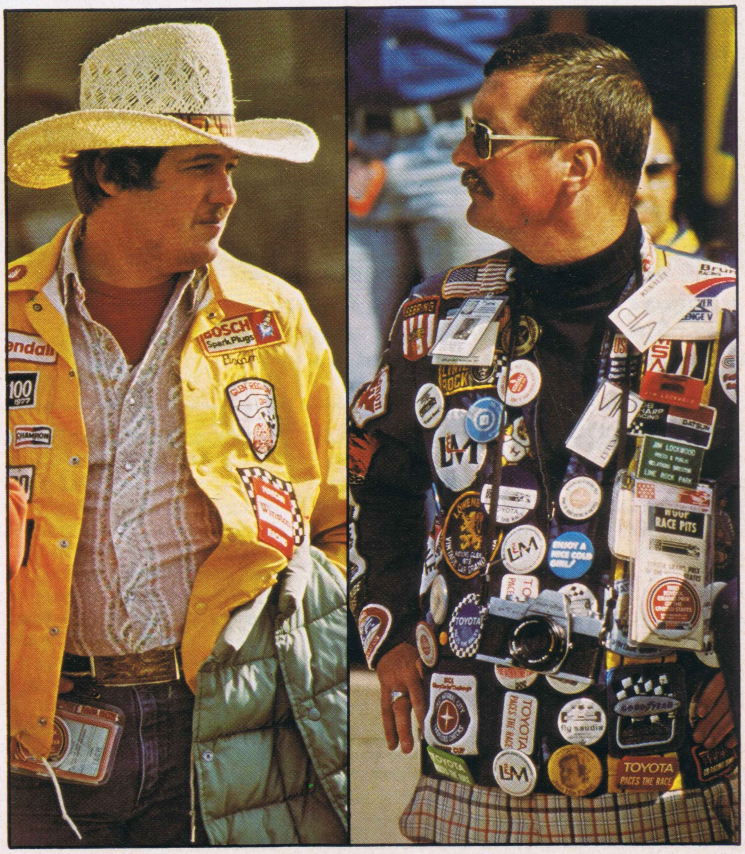
Postcard from Watkins Glen

Fred Opert, the American team manager, from ATS to VW pick-up.

Well, they had to bring one of these along to their home Grand Prix, but woollen Elks make less mess than the real thing.

Eureka ! The ultimate deformable structure.

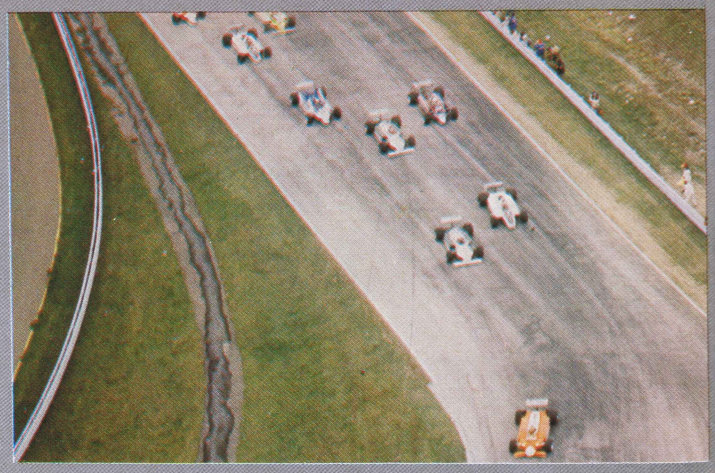
Parnelli Jones raced in the Celebrity Toyota event. He finished third to youngsters Andretti Junior and Keke Rosberg.



« Now, where the hell's my pass ? »

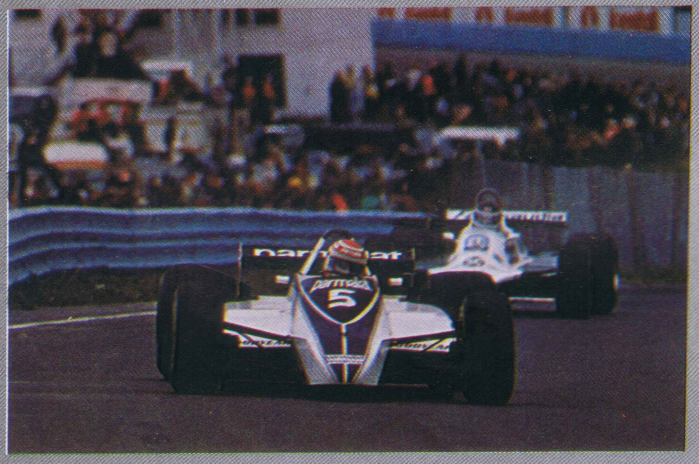
USA EAST: RACE FILM

Bruno Giacomelli was the first star of the race. He made a superb start from pole position, and quickly built up a confortable lead. Alan Jones was the second star of the event. He was only twelfth after his first lap excursion, but fought back up through the field to second place. When poor Giacomelli retired shortly after half distance, Jones was handed his second win in two races.



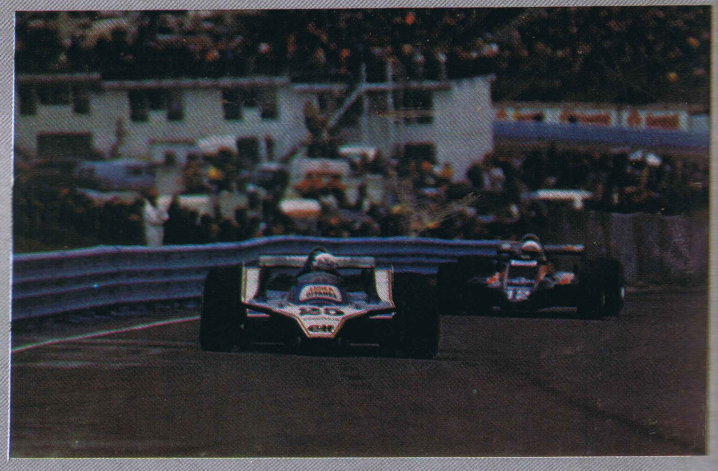
1 ⟶

1 - Giacomelli and Jones make the best starts, but the Williams driver is about to lose all the benefit of his effort when he runs out of road at the first corner.



4 ⟶

4 - Piquet can't keep up with Giacomelli who pulls away. But the Brazilian is also caught by Reutemann who tries hard to take second place.



5 ⟶

5 - Pironi and De Angelis fight over fourth place, just behind Piquet and Reutemann. They're soon to be joined by Jones.

PRACTICE

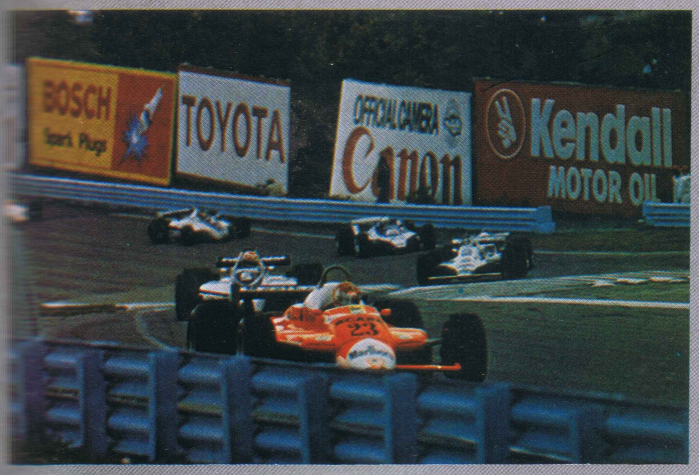
Bruno Giacomelli headed the time sheets after both official practice sessions. He certainly didn't dominate both sessions, for on Friday, he only had the tiniest margin over second man Alan Jones : one hundredth of a second. René Arnoux worked hard on the two Renaults at his disposal and sorted out their aerodynamics, setting third fastest time, 0.3 s slower than Giacomelli. Reutemann was fourth quickest in front of Piquet who was in trouble with tyres that wouldn't get up to temperature, whichever compound he used. John Watson again breathed new life into the McLaren M 29 and was well up on the provisional grid, in front of Elio De Angelis, who was already looking good at the circuit where he won his first ever championship point. Laffite was eighth quickest but had a bad accident, damaging the muscles around two vertebrae which were also painful.

The second session was enlivened by a number of accidents, but it was Piquet who took pole position early on. Gordon Murray and Piquet had worked hard to solve the underheating tyre problem. It looked as though the Brabham driver would start from pole position, but then Giacomelli twice broke the 1'34'' barrier, ending up with a time a whole 0.8 s quicker than Piquet. The Brazilian, Reutemann, De Angelis and Jones were all covered by 0.2 s. The new World Champion reckoned that he'd lost this time when Keegan had crashed in front of him. Pironi was seventh in the spare car, having crashed his own Ligier during the unofficial session that morning. René Arnoux, who was also driving his spare car following a broken engine in his race car, dropped from third fastest to sixth.

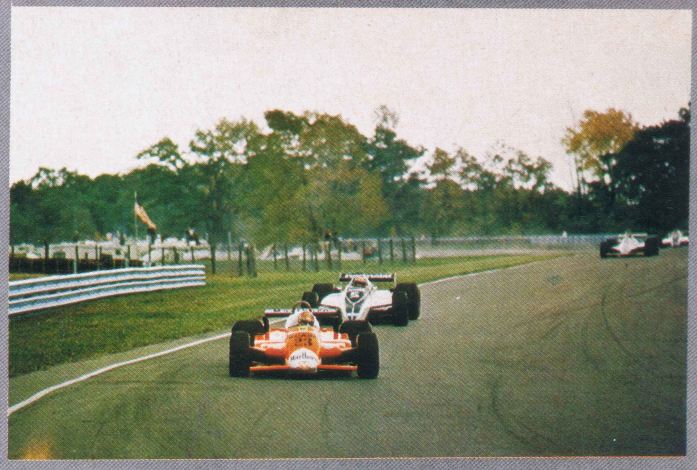
Lammers didn't qualify and nor did Thackwell. The young New Zealander didn't practise at all as his Tyrrell's brake discs had a worrying habit of breaking. Prost crashed following a suspension breakage on Saturday morning and suffered a painful right arm. He tried to drive during the Sunday morning warm-up but it still hurt too much and he pulled out, which allowed Lammers into the race. Laffite, on the other hand, still suffered pain from his Friday accident, but after medical attention, decided to race all the same.

RACE

Bruno Giacomelli and Alan Jones made the best starts, but the Australian gained little from his fine start. He ran wide on



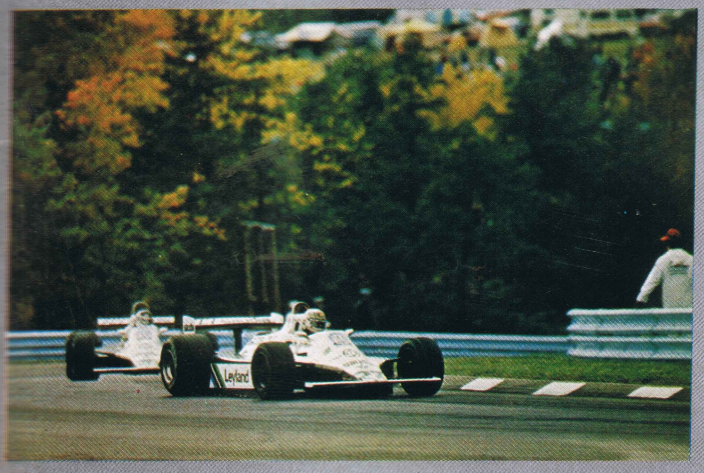
2 →



3 →

2 - Giacomelli leads through the chicane. The field is still close behind...

3 - ... but Bruno and Piquet soon pull out a few lengths from Reutemann, the current leader of the main bunch.



6 →

7 →

6 - The Australian's drive has been tremendous. On the 30 th lap he takes second place off his teammate Reutemann. When Giacomolli retires, two laps later, he finds himself in the lead.

7 - The final picture of the season. Nothing's changed, the season ends as it started, with a win by Alan Jones.

to the grass at the first corner. Whether it was because of Jones or mere coincidence, Arnoux and De Cesaris were both in difficulty at the same corner, to such an extent that Arnoux rejoined in last position.

Giacomelli held first place during that first lap, although Piquet tried very hard to overtake him. It was the nearest he was to get, for Bruno quickly pulled away from the rest of the field. All the same, Piquet held second place but he was soon caught by a trio comprising Reutemann, Pironi and De Angelis. The Brazilian was again in trouble with tyres that weren't heating to sufficient temperature, but he was determined to hold on to his second place, blocking every overtaking manœuvre by his pursuers. This allowed Jones to catch up. He'd quickly passed Villeneuve, Keegan, Andretti, Laffite, Rebaque, and Watson, having been twelfth on the first lap.

Giacomelli was still in the lead, while Jones finally caught De Angelis. He took fifth place off the Italian on the 24th lap. A lap later, Piquet's lack of grip caught him out and he ended up in the catch fencing. So Jones was fourth.

On the 28th lap, the Australian took third off Laffite, and overtook his own teammate Carlos Reutemann for second two laps later, at half distance. He'd picked up ten places.

Clearly the World Champion was worthy of the title.

However, it was hard to see him winning. Giacomelli, at that time, had a twelve second lead. There was no change on the next lap. But on the 32nd lap, the Alfa Romeo stopped on the circuit with electrical trouble.

So Jones picked up another place, the best of all, quickly pulling away from teammate Reutemann. Third was Pironi, in front of De Angelis, Watson, Laffite and Andretti. All the rest were lapped.

Apart from Giacomelli, the only other driver to drop out of the top six in the second half of the race was Watson who stopped at the pits on the 44th lap. Laffite, still in pain, became fifth and Andretti was sixth. However, the former World Champion was overtaken within five laps by Arnoux. The little Frenchman had driven superbly, despite his earlier adventure and a quick tyre change during the first third of the race. But René was not to reap the rewards of his drive. The Renault's left skirt had been damaged when he ran off the track at the first corner and it ended up by breaking. René had to ease off which allowed Mario to take his sixth place back and finish in the points for the first time this year. The first five were as before : Jones the winner in front of Reutemann, Pironi, De Angelis and Laffite. □

Watkins Glen statistics

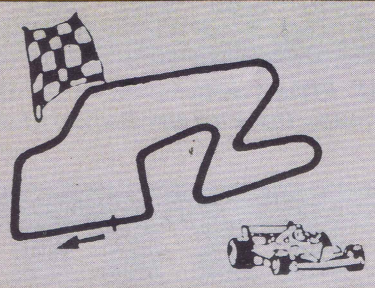
US GRAND PRIX EAST

Date : October 5, 1980
Circuit length: 3.377 miles
Race distance: 59 laps, 199.252 miles
Conditions : cold and cloudy
Attendance: approx. 50,000 spectators

THE RECORD

(last five races)

1975 : Lauda (Ferrari 312 T/75)
1976 : Hunt (McLaren M 23)
1977 : Hunt (McLaren M 23)
1978 : Reutemann (Ferrari 312 T3)
1979 : Villeneuve (Ferrari 312 T4)



STARTING GRID

GIACOMELLI Alfa Romeo 179 1'33"291	**PIQUET** Brabham BT 49/B 1'34"080
REUTEMANN Williams FW 07/B 1'34"111	**DE ANGELIS** Lotus 81 1'34"185
JONES Williams FW 07/B 1'34"216	**ARNOUX** Renault RE25 1'34"839
PIRONI Ligier JS 11/15 1'34"971	**REBAQUE** Brabham BT49/B 1'35"166
WATSON McLaren M29/B 1'35"202	**DE CESARIS** Alfa Romeo 179 1'35"235
ANDRETTI Lotus 81 1'35"343	**LAFFITE** Ligier JS11/15 1'35"421
ROSBERG Fittipaldi F8 1'36"332	**KEEGAN** Williams FW07 1'36"750
CHEEVER Osella FA 1 B 1'36"908	**SURER** ATS D4 1'37"001
VILLENEUVE Ferrari 312 T5 1'37"040	**FITTIPALDI** Fittipaldi F8 1'37"088
PATRESE Arrows A3 1'37"405	**DALY** Tyrrell 010 1'37"923
JARIER Tyrrell 010 1'37"966	**SCHECKTER** Ferrari 312 T5 1'38"149
MASS Arrows A3 1'38"526	**LAMMERS** Ensign MN180 1'38"532

Non qualified:
THACKWELL (Tyrrell 010) 1'51"102
Did not start :
PROST (McLaren M 30) 1'35"988
No time :
LEES (Williams FW 07)

TIMES IN UNOFFICIAL PRACTICE

	Friday morning	Saturday morning	Sunday morning
GIACOMELLI	1'37"014	1'36"909	1'36"976
PIQUET	1'38"559	1'37"348	1'38"448
REUTEMANN	1'36"332	1'36"644	1'36"421
DE ANGELIS	1'37"234	1'35"484	1'36"155
JONES	1'36"127	1'35"576	1'36"091
ARNOUX	1'39"123	1'38"961	1'38"724
PIRONI	1'36"385	1'47"035	1'38"770
REBAQUE	1'38"786	1'37"786	1'38"176
WATSON	1'39"181	1'36"105	1'37"315
DE CESARIS	1'37"199	1'37"921	1'38"260
ANDRETTI	1'39"626	1'36"934	1'38"694
LAFFITE	1'36"336	2'32"664	1'38"733
ROSBERG	1'37"934	1'53"992	1'44"359
KEEGAN	1'42"255	1'39"807	1'42"583
CHEEVER	1'39"956	1'40"823	1'42"457
SURER	1'40"731	1'40"055	1'40"723
VILLENEUVE	1'39"073	1'38"920	1'40"448
FITTIPALDI	1'40"813	1'39"434	1'41"145
PATRESE	1'39"669	1'37"531	1'41"877
DALY	1'40"357	1'38"433	1'40"014
JARIER	1'40"017	1'39"593	1'40"076
SCHECKTER	1'42"428	1'41"699	1'41"268
MASS	1'39"975	1'40"369	1'43"104
LAMMERS	1'41"011	1'39"568	1'41"193
PROST	1'38"979	1'41"661	2'11"317
THACKWELL	1'43"063	1'53"353	
LEES	1'43"085	1'41"272	

OFFICIAL PRACTICE TIMES

	1st session	2nd session
GIACOMELLI	1'34"151	1'33"291
PIQUET	1'35"202	1'34"080
REUTEMANN	1'34"971	1'34"111
DE ANGELIS	1'35"385	1'34"185
JONES	1'34"563	1'34"216
ARNOUX	1'34"839	1'35"005
PIRONI	1'36"070	1'34"971
REBAQUE	1'36"097	1'35"166
WATSON	1'35"330	1'35"202
DE CESARIS	1'35"947	1'35"235
ANDRETTI	1'36"856	1'35"343
LAFFITE	1'35"421	
ROSBERG	1'37"645	1'36"332
KEEGAN	1'39"731	1'36"750
CHEEVER	1'36"908	1'38"798
SURER	1'37"788	1'37"001
VILLENEUVE	1'37"572	1'37"040
FITTIPALDI	1'42"720	1'37"088
PATRESE	1'37"405	1'37"421
DALY	1'38"073	1'37"923
JARIER	1'37"966	1'38"460
SCHECKTER	1'38"645	1'38"149
MASS	1'38"526	1'38"691
LAMMERS	1'38"532	1'38"828
PROST	1'35"988	
THACKWELL	1'51"102	
LEES		

De Cesaris : retired 3rd lap, following collision with Daly - **Daly :** accident 4th lap, following handling trouble caused by collision - **Jarier :** stops on 4th, 6th, 7th and 10th laps with electrical trouble - **Rebaque :** changed tyres, 11th lap, stopped with handling trouble, 15th lap, retired 20th lap, broken valve - **Fittipaldi :** retired 15th lap, right rear suspension broken - **Lammers :** retired 16th lap, front suspension - **Patrese :** accident 17th lap caused by suspected mechanical failure - **Arnoux :** changed four tyres, 19th lap - **Cheever :** retired 20th lap, broken suspension - **Piquet :** accident, 25th lap - **Giacomelli :** retired 31st lap, electrics - **Mass :** retired 36th lap, transmission - **Watson :** changed shock absorber, 44th lap - **Villeneuve :** accident 50th lap, caused by puncture.

FINAL WORLD CHAMPIONSHIP CLASSIFICATION

Position/Driver	ARGENTINA	BRAZIL	SOUTH AFRICA	US WEST	BELGIUM	MONACO	FRANCE	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	CANADA	US EAST	
1. Jones	9	4	—	—	6	—	9	9	4	6	—	6	9	9	67
2. Piquet	6	—	3	9	—	4	3	6	3	2	9	9	—	—	54
3. Reutemann	—	—	2	—	4	9	1	4	6	4	3	4	6	6	42
4. Laffite	—	—	6	—	—	6	4	—	9	3	4	—	—	2	34
5. Pironi	—	3	4	1	9	—	6	—	—	—	—	1	4	4	32
6. Arnoux	—	9	9	—	3	—	2	—	—	—	6	—	—	—	29
7. De Angelis	—	6	—	—	—	—	—	—	—	1	—	3	—	3	13
8. Jabouille	—	—	—	—	—	—	—	—	—	9	—	—	—	—	9
9. Patrese	—	1	—	6	—	—	—	—	—	—	—	—	—	—	7
10. Daly	3	—	—	—	—	—	—	3	—	—	—	—	—	—	6
Jarier	—	—	—	—	2	—	—	2	—	—	2	—	—	—	6
Rosberg	4	—	—	—	—	—	1	—	—	—	—	2	—	—	6
Villeneuve	—	—	—	—	1	2	—	—	1	—	—	—	2	—	6
Watson	—	—	—	3	—	—	—	—	—	—	—	—	3	—	6
15. Fittipaldi	—	—	—	4	—	1	—	—	—	—	—	—	—	—	5
Prost	1	2	—	—	—	—	—	1	—	—	1	—	—	—	5
17. Mass	—	—	1	—	—	3	—	—	—	—	—	—	—	—	4
Giacomelli	2	—	—	—	—	—	—	—	2	—	—	—	—	—	4
19. Scheckter	—	—	—	2	—	—	—	—	—	—	—	—	—	—	2
20. Rebaque	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
Andretti	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1

CONSTRUCTORS CUP

1. Williams 120 pts - **2.** Ligier 66 pts - **3.** Brabham 55 pts - **4.** Renault 38 pts - **5.** Lotus 14 pts - **6.** Tyrrell 12 pts - **7.** Arrows, Fittipaldi et McLaren 11 pts - **10.** Ferrari 8 pts - **11.** Alfa Roméo 4 pts.

RESULTS

1. JONES	Williams FW 07/B	59 laps in 1 h 34'36"05 (126.370 mph)
2. REUTEMANN	Williams FW07/B	4"20 behind
3. PIRONI	Ligier JS 11/15	12"56 behind
4. DE ANGELIS	Lotus 81	29"68 behind
5. LAFFITE	Ligier JS 11/15	one lap behind
6. ANDRETTI	Lotus 81	one lap behind
7. ARNOUX	Renault RE 25	one lap behind
8. SURER	ATS D4	two laps behind
9. KEEGAN	Williams FW07	two laps behind
10. ROSBERG	Fittipaldi F8	two laps behind
11. SCHECKTER	Ferrari 312 T5	three laps behind

Fastest lap : Jones, 1'34"068, 129.238 mph (Record)

THEIR FASTEST RACE LAPS

	Time	Lap n
Jones	1'34"06	44
Pironi	1'34"54	49
Reutemann	1'34"56	38
De Angelis	1'34"80	54
Giacomelli	1'34"85	28
Arnoux	1'34"94	48
Piquet	1'35"89	24
Laffite	1'35"96	38
Watson	1'36"19	50
Andretti	1'37"34	54
Rosberg	1'37"78	38
Surer	1'37"82	55
Villeneuve	1'37"86	44
Rebaque	1'37"93	7
Keegan	1'38"46	15
Scheckter	1'38"74	38
Patrese	1'38"82	11
Cheever	1'39"71	17
Fittipaldi	1'40"11	9
Mass	1'40"27	14
Lammers	1'41"79	12
Daly	1'43"93	2
De Cesaris	1'43"95	2
Jarier	1'45"69	3

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EXTRA, EXTRA

LIGIER'S MEN IN TROUBLE

Didier Pironi took the chequered flag at Montreal, Jacques Laffite was in pain at Watkins Glen. In both cases, the Ligier drivers had to overcome a certain amount of adversity. Didier needed strength of character to overcome the disappointment of being deprived of a win, while Jacques needed physical courage to resist pain throughout a Grand Prix he almost didn't start.

Alan Jones was proclaimed the winner of the Canadian Grand Prix, but he was preceded across the finishing line by Didier Pironi, more than half a minute ahead. But the Frenchman was well aware that he hadn't won the Grand Prix for he'd been given a minute's penalty for jumping the start.

Didier did his best to avoid jumping the start. He actually took two precautions against so doing. After the first start, he and Bruno Giacomelli went to find the starter - the man whose finger is on the red and green light buttons- to ask him to speed up the action a bit. The red light stayed on too long first time round and there was a risk that the clutches would overheat.

Didier wasn't awfully certain that he'd got through to the starter, so he took a second precaution. « *In case the red light stayed on too long second time round, I parked the car slightly further back from my actual grid position. If the clutch did overheat, and the car started to move, then I wouldn't jump the start.* »

But that's just what happened. The clutch began to engage and the Ligier moved forward. At that moment, Didier lost the race.

Even so, he was only third at the start of the race behind Piquet and Jones. After Piquet retired, Pironi began to catch the Australian. After 44 of the 70 laps, the Ligier driver took the lead. But that lead was threatened by a minute's penalty.

Jones was informed by his pit that the leader had been penalised, but the Frenchman himself didn't find out until 15 laps before the end of the race. Only then did he realise that he was harbouring thoughts of a win that wasn't to be his. « *We signalled to him two laps running that he wasn't leading* » explained team manager Gérard Ducarouge. « *We didn't tell him earlier because he was still the fastest man on the track.* »

« *They hung out boards on consecutive laps telling me of the penalty,* » confirmed Pironi, « *but once would have ben enough. I realised immediately what had happened. Even though I was well in control of the race at the time, I began to force the pace again and really tried hard. All the same, it was impossible to try and pull out a minute's lead over Jones.* »

Perhaps Didier was justified in allowing some of his renowned sulkiness to overflow on the rostrum, but at least he didn't moan about his lost win afterwards. Instead, he suggested that it could have been worse. « *It's obviously frustrating, but it's worse to lose a race because one makes a mistake. I'm happy with the way I drove during the race. It's easier to accept losing a race in this way than losing a race because one has made an error.* » Such an analysis adds to Pironi's strength of character.

A week later, the Ligier team were at Watkins Glen. Practice was hard for everyone, not the least the Ligier team. Jacques Laffite crashed on the Friday, and it was Pironi's turn on the Saturday. Laffite suffered muscular pain in his back, and after a couple of laps in the Saturday qualifying session he realised that it would be much better to rest than to drive if he were to race on the Sunday.

During the Sunday morning warm-up, the Ligier pit was crowded with people waiting to hear his decision. He decided to do a few laps and see whether he'd race or not.« *You'd better not race if it still feels bad* », brother-in-law Jean-Pierre Jabouille told Jacques by telephone from his hospital bed. But Jacques really wanted to race ; it was just a matter of whether his painful muscles would allow him to.

When he got out of the car after the warm-up, everything seemed fine. Jacques behaved like a driver who was going to race in a Grand Prix. He had a little chat with Pironi about the handling of their respective cars, before turning to Gerard Ducarouge and one of Goodyear's tyre technicians to find out what the tyre wear was like. But how did he feel ? « *My neck is OK, but I'm getting a problem seeing properly every now and then. I'll see what it's like in half an hour* ». Thirty minutes passed, and Jacques decided that he was going to race for as long as his neck would allow.

He certainly did well to race as hard as he did. Didier Pironi took third place, while Laffite finished a brave fifth. « *It was worth starting* », he said after the race, « *I'm delighted to have finished fifth. It's better to finish the season in the points than in the catch fencing.* » How had his neck stood up to the bumps of Watkins Glen ? « *I said before the race that I would only stop if I was out of the points. But I was in pain. Another five or six laps and I would have pulled in. I had trouble holding up my head. By the end, I couldn't see the kerbing in the chicane. I tried really hard when I realised that I could catch Watson. That's what really tired me out. The race finished just in time, because I couldn't have gone on much further.* »

So Ligier's goodbye to motor racing was rewarded with a couple of good results. The practice problems had resulted in few laps and they suffered because of it, being unable to make the right tyre choice.« *The front left tyre went off very quickly on both cars* », said Ducarouge. « *We were using the B-compound tyre, but if we'd been able to test a bit more, we might have come up with a mixture using the A-compound on the front left.* »

So that was the Ligier-Cosworth swansong. The Talbot-Matras which will replace them are already well advanced. Perhaps they'll inherit some of their predecessors, success, in spite of the change of engine and name.

BLACK SPOT

Practice for the US Grand Prix East, and particularly Saturday, featured a worrying series of accidents which cast a general pall over Watkins Glen. It got to such a stage that each time the cars went back on the track after practice had been stopeed, observers almost asked themselves who was going to be the next to thump the guardrail.

The first to go on Saturday morning was Didier Pironi who spun in the chicane and bent the suspension mounting points on his Ligier. Eddie Cheever followed in his wheeltracks when part of his front suspension broke. Shortly afterwards, the differential on Jarier's Tyrrell jammed and caused the car to spin, scarcely before he'd left the pits.

The session was brought to a halt again when Alain Prost crashed his McLaren, caused by a suspension link breakage. The track had only been open for a few minutes when Rosberg spun on cold tyres and damaged the rear end of his Fittipaldi. Geoff Lees brought proceedings to a close when he crashed for the second time in 24 hours. That was the morning toll.

But no one could relax just yet. The morning's course of events was continued that afternoon. Cheever had another front suspension breakage in the afternoon, a consequence of the morning's breakage according to Enzo Osella. The session was halted while the Osella was towed in. Scarcely had it restarted than Gilles Villeneuve went off into the barrier at the last corner before the pits. His Ferrari was destroyed, and once again, all the remaining cars filed back into the pits while the track was cleared. It was beginning to become farcical, almost laughable if it wasn't for that the fact that is was motor racing. One wondered what the consequences of the next accident might be.

Then Rupert Keegan went off the track at the same place as Gilles Villeneuve. Although the session still had some minutes to run, the organisers stopped practice there and then. Such were the delays that the organisers were worried that they wouldn't be able to keep to their time schedule. Shortening the session wasn't too popular with some drivers, particularly Alan Jones and Riccardo Patrese who reckoned that they could still improve on their times.

But it was a worrying situation. Why were these accidents taking place ? Jacques Laffite had crashed the previous day and the whole series of incidents was serious. This was the final Grand Prix of the year, it should have been relatively straight forward, in spite of the general controversy that had surrounded the Watkins Glen track.

According to Didier Pironi, this rash of accidents took place for two reasons : the still imperfect state of the track, and the weather conditions. *« Many of the accidents have taken place because of breakages, principally suspension breakages »*, said Pironi. *« The reason for most of those breakages is that the track is uneven between the places where it's been resurfaced and the old surface ».*

Alan Jones added the following comments : *« it's easy to go off here. For sure the organisers have done a lot of work on the circuit, but when you change from the old surface to the new, it's like driving over a step. Furthermore, the new tarmac has been laid on cement, and that is raising a fine powder which settles back on the track. The right line for a corner is OK, but if you stray off that line... ».*

Jones discovered what happens when a car leaves the line just after the start of the Grand Prix. His car slid wide, onto the grass.

So much for the state of the track. But Pironi also reckoned that the relatively low air temperature was another cause for the accidents. *« The track temperature here is lower even than in Canada »*, he explained. *« It seems to be warmer here, but that's because there was a cold northerly wind in Montreal. The ground temperature was actually higher than here ».*

No doubt that was the reason for constant complaints about the lack of grip, and why many drivers' tyres weren't getting up to their temperature. The Michelin-equipped drivers were in as much trouble as their colleagues running Goodyears. Nelson Piquet was particularly troubled by this problem on the Friday, before finding a compromise for the rest of the weekend.

« When the tyres don't heat up properly, it makes driving particularly difficult, and that's why a number of drivers have lost control of their cars » concluded Pironi, explaining the general state of affairs, as well as his own particular accident.

ELIO DE ANGELIS LOOKS TO THE FUTURE

Emerson Fittipaldi won his first Grand Prix at Watkins Glen in 1970. It was the first of many. He was driving a Lotus and started from the second row of the grid.

Ten years later, one could imagine that the same thing was going to happen to Elio De Angelis. At the end of his second full season, Elio De Angelis qualified his Lotus on the second row of the grid at Watkins Glen. On Sunday morning, he set second fastest time during the warm-up. Was he going to surprise the Grand Prix world as Fittipaldi had done ten years previously ?

The answer was no, but he had a good race all the same, finishing in fourth place. He was right behind Didier Pironi for a long time, but then began to lose ground at half distance. All the same, he picked up three points in the World Championship.

« We've finally found out what we were doing wrong this year », explained Elio. *« Sometimes the chassis wasn't stiff enough, and at other times, the suspension was no longer adapted for a stiff chassis and wasn't working properly. Basically, it was only in Canada that we discovered what was wrong and what we had to do to correct it. We have now modified the suspension mounting points and fitted narrow track. The car is a lot better. »*

The Watkins Glen race saw Lotus back in the points again, but Elio De Angelis took advantage of the better car and his own increased experience. He's made a lot of progress this year. *« My results this season aren't fantastic, but I reckon it's been a very useful season »*, he explained after the race. *« I've picked up a lot of experience which will serve me well next year. I've learnt from Mario that I have to try and conserve the tyres. I've also learnt a lot about setting up the car, both from my mistakes and getting it right. In fact I've done a lot of testing. After our results in Brazil, everyone in the team had hoped it would be a better season than it's been. But as far as I'm concerned, it's been a positive year ».*

Clearly De Angelis feels that his year has been profitable. Furthermore, he's been accepted by the team thanks to his determination in racing and sensible attitude during practice. He obviously feels confident : *« I'm staying with Lotus providing I earn three times as much money as I did this year ».*

G.P.

ARE QUALIFIERS OUT-DATED ?

Strangely enough, the fastest cars during practice for Watkins Glen weren't those using the softest tyres. Harder tyres were more common amongst the front row men, even though the track was relatively cold and the tyres weren't reaching their optimum temperature.

Generally speaking, Goodyear's softest tyre didn't suit most of the cars. Of the Goodyear equipped drivers on the front three rows, only Alan Jones set his time on the softest D-compound tyre, and he was only fifth fastest. Giacomelli, Piquet and Reutemann all used slightly harder C-compound tyres, and De Angelis set his fourth fastest time with B-compound race tyres.

What was the reason for this ? *« The qualifiers go off too quickly »*, said Didier Pironi. *« They don't last longer than a lap or two. Why ? Because the cars are giving so much downforce these days that the tyres can't stand up to it. »*

Downforce has already forced some wheel manufacturers to strengthen their products. Now it seems that it might outdate the soft qualifiers which were so contentious earlier this year. For once, technical development might benefit the sport in general.

Alfa Romeo
Marlboro
23
Marlboro
Agip
tecnocar
FILTRI
CHAMPION
SPICA

PANDA ON POLE

Bruno Giacomelli arrived at Watkins Glen in optimistic mood. He reckoned that it would be the circuit most suited to the Alfa Romeo 179. He wasn't wrong, just as Patrick Depailler wasn't wrong when he told us in January that an Alfa could win a race by the end of the year. Bruno didn't win at Watkins Glen, but he proved that both material and driver were fairly close. Pole position at Watkins Glen was proof that the team and driver had worked hard and successfully throughout the season. That's why the Alfa Romeo men were delighted, even before the US Grand Prix East had started.

by Eric Bhat

HIS wide-eyed, innocent face and short, well-built frame have earnt Bruno Giacomelli the nick-name of Panda within the Alfa Romeo team. It's a name that fits him like a glove, especially because of his happy-go-lucky, open character (after all, one gives nicknames to people who are suited to them) but also because there's a sympathetic, homely side to the name given him in all kindness by the team.

« Bravo Panda ! » Carlo Chiti congratulates his driver on setting pole position.

Panda was on his way up to top floor of Hyatt hotel in Montreal, by lift of course. The top floor is a restaurant which turns very slowly, offering diners a full view of the city while they eat their meal. It turns very slowly around its central axis, although Bruno was soon regaling the assembled company with a fantasy concerning the effects of speeding up the restaurant to merry-go-round-velocity.

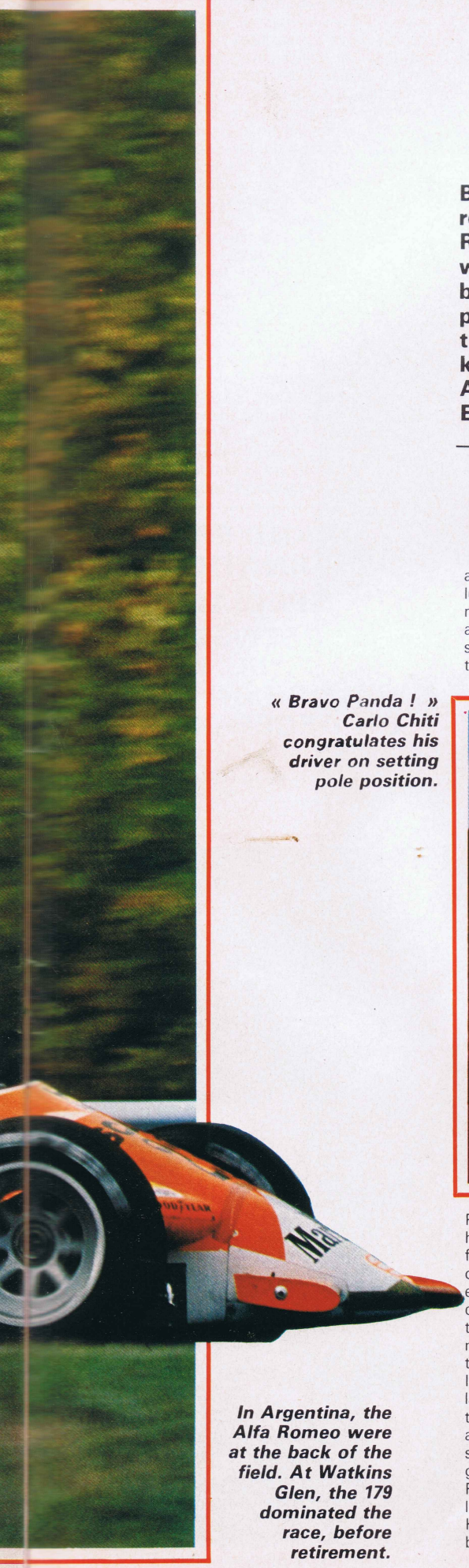
It was a smart place. The men were in ties, the ladies wearing their jewels, and the waiters in tails. There wasn't much of an atmosphere, and what there was appeared stilted. Bruno strolled in wearing open-necked shirt and cardigan, as though he was entering the sole bar in Roncadella near Brescia, the village where he lives.

His background is modest, so he would have been excused for relishing world travel, luxury hotels, smart restaurants, and powerboats rides outside Monaco as revenge or at least a sign of success. But he doesn't attach much importance to material wealth, and anyway, that's not why he's in motor racing. There's nowhere in the world he feels happier than in Roncadella, amongst his friends and family, his own world.

Bruno spoke simply and with spontaneity, flitting from the serious to the less important. And he didn't just talk about himself, something which is relatively rare in the world of Formula One, where « me, I, we » are more common than « you ». He talked of his own hopes and aims. But typically, they were considered opinions taken with both feet firmly planted on the ground. Ideology isn't one of Bruno's weaknesses.

Similarly, his view of motor sport was as sensible and practical, not what one expects from this driver who looks more like an overgrown truant who's more interested in his next prank than his books. But Formula One is currently Bruno's school, and Bruno has no intention of missing any classes. He's a happy chap, but with a straightforward view of life.

In those earnest tones which so suit his wide-eyed look, Bruno spoke about his prospects for the immediate future. *« They've done a lot of work at Alfa Romeo this year. I think I'm going*



In Argentina, the Alfa Romeo were at the back of the field. At Watkins Glen, the 179 dominated the race, before retirement.

to go well here at Montreal. But you wait until Watkins Glen, we'll go even better there. At least I know the circuit. I've never raced here before ».

Bruno was fourth fastest at Montreal during the second day of practice. One imagined that he'd had a hard time of it the previous day when his new teammate, Andrea de Cesaris, has been quicker than he had, especially in his first ever Grand Prix practice session. The Alfa Romeo people might have been slightly over-enthusiastic, but Bruno wasn't worried. He'd soon restore the status quo. *« I worked away without panicking. I drove the spare car because one of the skirts broke on my race car. That's why I wasn't very quick. We'll see what happens tomorrow. »*

Indeed, he reversed the situation, and qualified very well. He clearly felt confident, because during the early laps, he tried to overtake Didier Pironi. But the manœuvre ended on the grass where Alfa number 23 remained for the rest of the race. It was a missed opportunity to get into the points.

« It'll be alright at Watkins Glen, » he said. Watching him pull away from the rest the field on the difficult American circuit, one couldn't help but recall those words. Victory gave him the brush-off again, like some shy woman, but he showed that he'll get her one day. *« I was totally in control of the race. I was enjoying it out there. I didn't get onto the kerbs at all. I even cut the revs on the straight so as not to strain the engine. And suddenly, from being quite normal. vraouaaaaaaar, it became prourrrrrrr (sorry we can't bring you this magazine in quadrophonic).*

It was the blackbox that had broken. But that's life. »

HOWEVER, the previous evening Bruno and the Alfa Romeo team had enjoyed a moment of success. It was Saturday afternoon, during the second qualifying session. Suddenly Carlo Chiti felt light, as light as a feather, miracles were taking place. As luck would have it, I happened to be standing beside him at the crucial moment. He suddenly held out his stopwatch which showed 1'33"5. That was the fastest time that day, the only watch that showed less than 1'34". There followed a torrent of excited Italian of which I understood nothing but the final words *« incredibile, con les domme dure ! »* Amazing, on hard tyres.

Strangely enough, this enthusiastic outburst brought a reply to question I'd asked myself shortly before Chiti showed me the watch. What was this overweight Italian, already in his fifties, doing here ? How did he feel ? The previous evening, an Italian colleague told me : *« Chiti has just seen his great dream come true. Not only is his car faster than the Ferraris, but it's faster than the rest of the cars too. »* Bruno Giacomelli had set fastest time during the first qualifying session. But at the start of the second session, Piquet had gone quicker. Four sets of tyres were fitted to the Alfa Romeo and taken off again in quick succession, but Bruno didn't improve. Was that dream of Chiti's about to be shattered ?

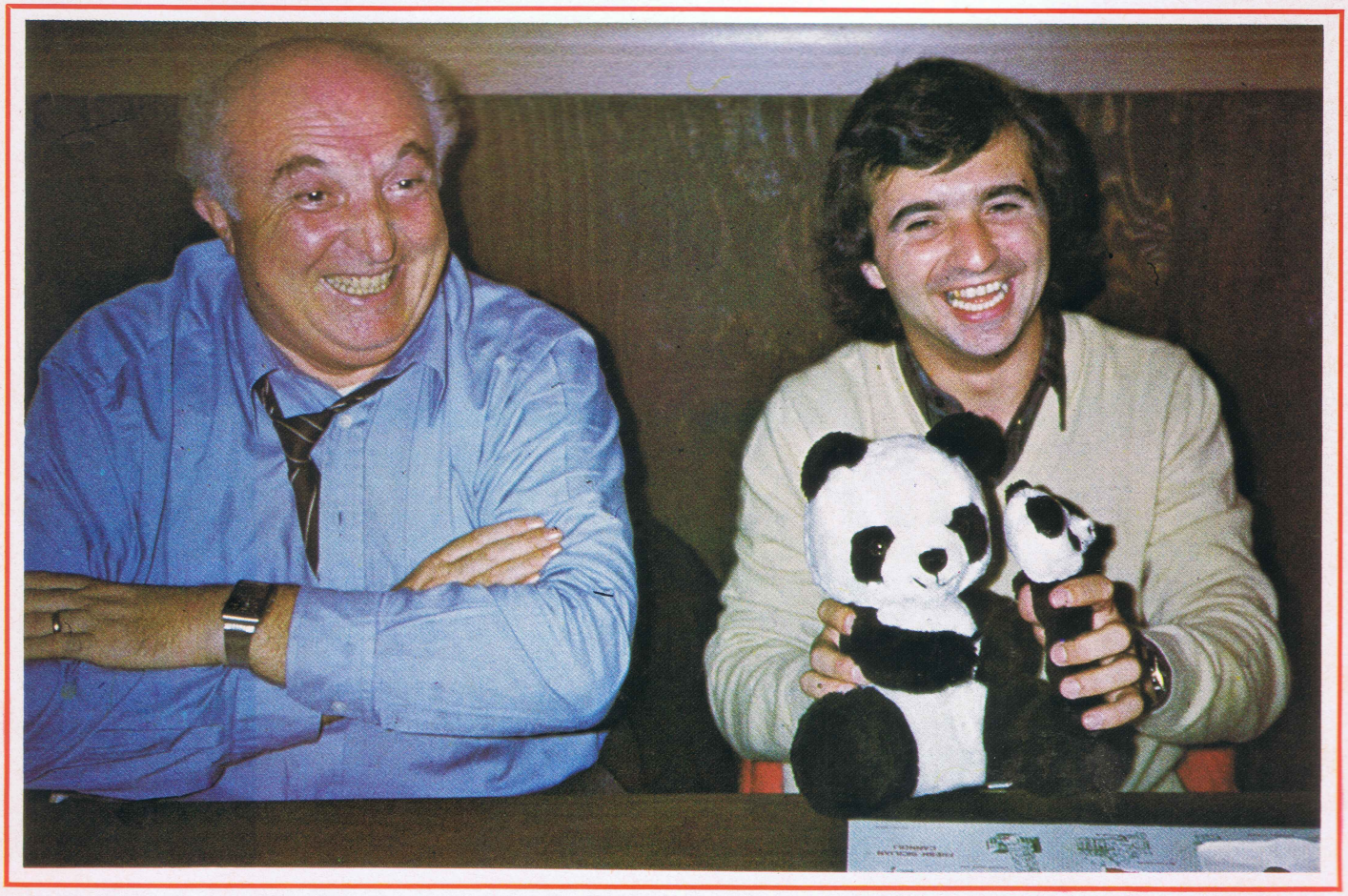
As usual, he was timing the cars from the Alfa Romeo pit. I wondered what made him stand out in the freezing cold wind, enduring the roar of Formula One cars. What made him travel from one continent to another, spending nights in aeroplanes, and wasting time in traffic jams on the way to circuits, when many of his contemporaries were smugly thinking about their future retirement.

Back to reality : Bruno had done even better, 1'33"2. Another flood of Italian burst upon me from an excited Chiti, of which, again, the only words I understood were « Hard tyres ».

Then Keegan went off the track and practice was stopped. This time Chiti spoke to me in my own language. « It's crazy, these tyres. He's set both times on hard tures ». That, of course, I knew already, for they were the only words I'd been able to understand. The rest of his comments, I'm afraid, were totally lost on me. Giacomelli drove the car back to the Alfa Roméo pit. Engineer Marelli gave him affectionate tap on his helmet. Even wider-eyed than normal, Bruno studied the list of times. Theoretically, there were still another ten minutes of practice left. Bruno thought he could do better, or at least, he'd go out and try to retain his pole position. He remained in the cockpit, ready for the green flag. But then a marschal told the Italian team that there had been so many stoppages that the organisers were running out of time, and that practice was definitely over.

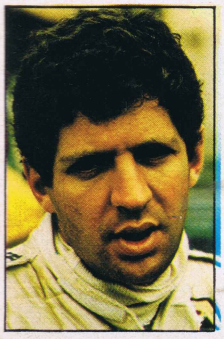
« Finito, vero ? » It's finished, really ? A shriek came from the helmet in the car. Then arms waved frantically as Bruno gave vent to his feelings, the happiness he felt having set first Formule One pole position time in his career. He got out of the car, took his helmet off, and grinned. All around him, the team were in a similar state of elation, laughing, yelling, congratulating one another and shaking one another by the hand. Among them was the calm, imposing figure of Chiti. *« Bravo Panda, »* he said in his harsh voice, a large smile on his face as his driver came over to him. It was almost as though a father was congratulating his son.

GRAND PRIX INTERNATIONAL SPECIAL 'BETWEEN SEASONS' ISSUE WILL BE ON SALE ON DECEMBER 10.



FREE REIN

BY JODY SCHECKTER



I took part in my final Grand Prix at Watkins Glen. I didn't do particularly well, but at least I raced, unlike Montreal where I didn't qualify. My driving career has been full of ups and downs, and I suppose I have finished my career on a down. I've had a few downs, but fortunately, they haven't been as common as the ups. But overall, I've been satisfied with my career.

I suppose the real highlights of my career were those occasions when I managed to do things that weren't expected of me. I think that started when I had my first race in a standard Renault in South Africa. That was good because I wasn't supposed to do well in my first race, but I won. The next stage was in National racing when I beat the works Renault team. I wasn't meant to do that either : I was doing the whole thing on the cheap, even working on the car myself during practice.

Then I won the « Driver to Europe » award which meant going to Europe for three months. I got into Formula Ford in England, and in my first race at Brands Hatch, I took pole position in the wet, having never driven a Formula Ford before. That was another high point in my career.

The next point was when I got into Formula Three. I borrowed a chassis, the engine, and got the tyres from South Africa. I was working in the Merlyn factory as a bracket maker at the time. I wondered whether I was good enough to drive in Formula Three, but I think I won a race and got a few lap records.

The next stage was when both Surtees and McLaren offered me a Formula Two drive. I took the McLaren, but it wasn't very competitive because there was a stupid mechanical problem in the car. It was a depressing time because I wasn't making any progress. But we sorted out the problem and I won at Crystal Palace and went quickly at Rouen. I realised that I was good enough to be a Formula Two driver.

Then Lotus offered me a Formula One drive. I told McLaren that they would have to offer me a Formula One drive if they wanted me to stay. So they entered me for the first time at Watkins Glen in 1972. I qualified on the second row of the grid and ran third for a long time before retiring. That was a highlight because I proved that I was capable of going as fast as the Formula One drivers of that time.

But 1973 wasn't a good year. I did five races and I think I had an accident in every one. But the year wasn't altogether negative, although I remember being very upset after crashing with François Cevert. I was depressed because I was starting to get a bad name.

I spoke to Ferrari but ended up with Tyrrell. It was a good season. Considering it was my first full year, I did pretty well in the championship, although I didn't win it. I reckoned that the next year would be easy. But I'd had an up and now it was time for a down. I was full of hope but instead it turned out to be my first real disappointment. I suppose it's rather like Gilles'year in 1980. He's been going upwards for most of his career, but this year has been very depressing for him. I know how he feels.

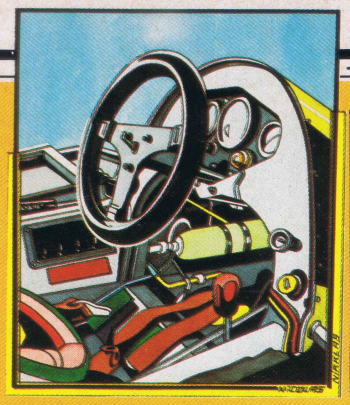
Generally speaking, 1976 was a bad year, but at least we had the six-wheeler which broke the monotony. People thought that I wasn't trying any longer, they thought I was going to retire, the stupid things people say. That was a low point in my career. Then I joined Wolf but people said that I'd joined them just for the money. OK, the money was better than at Tyrrell, but I wanted a change and I thought the people at Wolf were the right people to form a good team.

I was proved right. I won the first race in Argentina. I remember James Hunt saying, « I'm glad you won because it's one win that's not going to a good team ». So I said « yes, it doesn't make any difference ». We were very competitive as from Long Beach. I won at Monaco and that's where I took the lead of the championship. I was very pleased because that confirmed that the team and I were good enough to win and beat the rest of them. But both the team and I made mistakes and that's what lost us the championship. At that time I was on a high point of my career, after a low.

The next year was very, very bad, and I decided very early in the year to join Ferrari in 1979. I knew that I had to win for Ferrari. It was another high point in my career. It was the highest point, because it was something that I'd been trying to achieve for a long time. But I think my happiest time was my first season with Wolf. It's unfortunate that my final year hasn't been very good, and that I'm not going to come back and prove that I'm good enough...

JODY SCHECKTER

In the cockpits

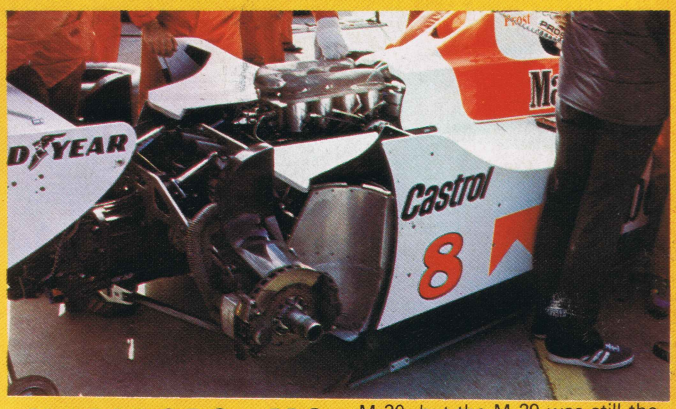


SAUDIA LEYLAND WILLIAMS

Williams-Ford FW 07/09 :
Alan Jones (AUS)
Williams-Ford FW 07/08 :
Carlos Reutemann (RA)
Williams-Ford FW 07/07 :
Jones's spare
Williams-Ford FW 07/07 :
Reutemann's spare.

Canada : Williams, like Brabham, took four cars to Canada. Among them was 05 which was fitted with a semi-locked differential, intended to improve the car's handling in average to quick corners, as well as traction. The team have exclusive use of this Ferguson-built differential until the end of next season. The car was left in the garage at the start of practice, and Jones used his spare and race car on which the rear rocker had been reinforced. For the third time in succession (after Zandvoort and Imola), he ran out of petrol during official practice ! His main problem was that the tyres weren't reaching their temperaure, so Patrick Head ordered 13 inch tyres to be fitted on both cars. Up to that moment, only Brabham had used the smaller tyres, but the two Williams found them better and used them in the race. Jones was lucky enough to be able to start the race in his normal race car, and won the Grand Prix thanks to Pironi's penalty. Reutemann finished second, so the team scored another 1-2.

USA : Patrick Head returned to England to work on the new car, but his place was taken by Frank Dernie. Jones used the experimental car during practice, but also 07 which was Reutemann's spare, using tyres of 15 inches. His best time was set on the same lap as Keegan crashed in front of him. His drive from 12th place after his first mistake, was surely a feature of the race. Once again, Reutemann finished second to his team leader.



MARLBORO MC LAREN

McLaren-Ford M 30/1 :
Alain Prost (F)
McLaren-Ford M 29/2 :
John Watson (GB)
McLaren-Ford M 29/5 :
spare.

Canada : The M 30 had been considerably modified. The side pods were new and bigger brakes had been fitted. The side pod shape had been altered, for the air extractors in front of the rear wheels had been discarded. Instead, there was Williams-style bodywork around the rear wheels in order to diminish turbulence. These aerodynamic modifications were the work of John Barnard, the team's new designer, who was in the pits with Ron Dennis. Prost used the M 30, but the M 29 was still the more competitive car. The McLarens had a good race. Watson was heading for second place until he spun down to fourth. Prost climbed up through the field and battled hard with Patrese and Laffite before the suspension broke.

USA : Once again, Watson's M 29 was competitive. However, Watkins Glen could well have been the turning point for Prost and the McLaren team. The Frenchman suffered his fifth suspension breakage of the year, and crashed the M 30 very heavily, destroying the latest car. He did one lap on Sunday morning but still suffered from his accident injury and decided not to race. Watson wasn't classified having stopped to have a shock absorber replaced. The new John Barnard-penned McLaren should appear for the first time before the end of the month.

WARSTEINER ARROWS

Arrows-Ford A 3/05 :
Riccardo Patrese (I)
Arrows-Ford A 3/06 :
Jochen Mass (D)
Arrows-Ford A 3/04 :
spare.

Canada : Mass was using a new chassis but it was no different to the cars at Imola. The German, of couse, was returning to Formula One after his Österreichring accident, although he wasn't fully recovered. Patrese complained of a lack of downforce. Neither Arrows was particularly competitive and both went out in accidents : Mass at the first shunt, and Patrese after a collision with Prost at the hairpin.

USA : It was worse still at Watkins Glen. Patrese still lacked grip which was a big handicap in the faster corners. Mass went off the track and had trouble with the front right upright. He retired in the race with a broken engine, while Patrese was eliminated when the brake pedal broke and he crashed into the catch fencing.

PARMALAT BRABHAM

Brabham-Ford BT 49/9 :
Nelson Piquet (BR)
Brabham-Ford BT 49/6 : Hector Rebaque (MEX)
Brabham-Ford BT 49/7 : Piquet's spare
Brabham-Ford BT 49/10 : Rebaque's spare.

Canada : For reliability reasons, the team left the Weismann gearbox at home. Four cars were taken to North America, Rebaque spare being a new car. Piquet started practice by hitting the rear end of Jabouille's Renault. The Brabham's nose, front suspension and a skirt were damaged. He set his time in his spare car. Rebaque tried his new car but reverted to his original race car the spare's gearbox gave trouble. Both drivers tried different dimension front tyres and preferred the smaller. 13 inch versions which had its original engine fitted. It was this engine that cost him the World Championship. Rebaque managed to finish and scored his first Wold Championship point.

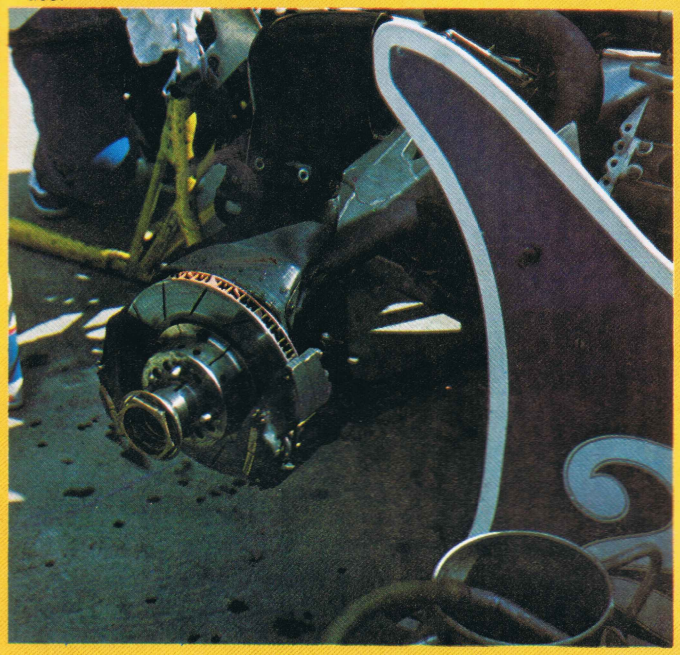
USA : Piquet and Rebaque tried two types of front tyre, but like many others, the softer tyres were unsuited to the Brabhams. Piquet chose harder tyres than Rebaque for the race, and the Mexican used the smaller diameter versions. Nelson went off the track after his skirts jammed in the up position, while Rebaque retired with engine trouble. The Brabham team is hoping to start testing with a BMW turbo-powered BT 49 in mid-October. Gordon Murray hopes to design a new Ford-powered chassis, while the chassis destined for the BMW won't appear until later in the season. Rumour has it that Brabham will enter four cars next year, the other two run by another team which is said to be Ensign.

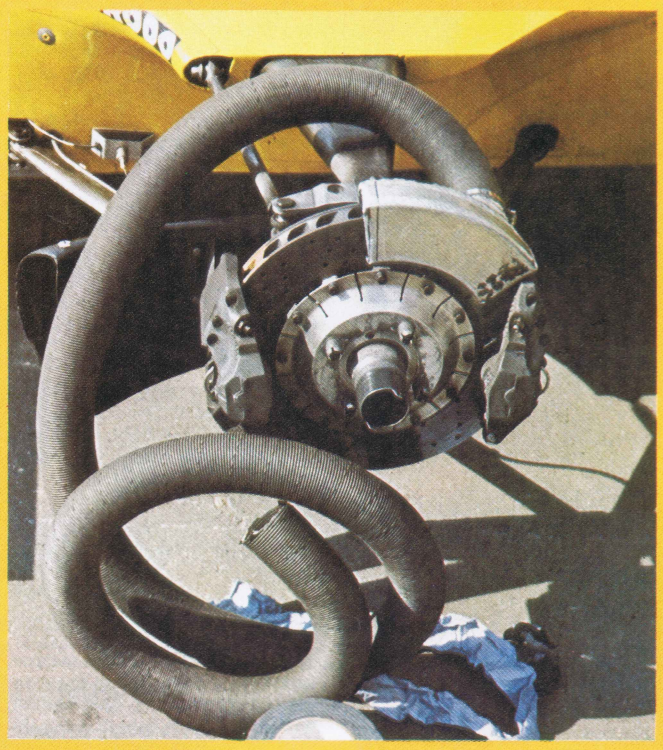
LIGIER GITANES

Ligier-Ford JS 11/15-03 :
Jacques Laffite (F)
Ligier-Ford JS 11/15-04 :
Didier Pironi (F)
Ligier-Ford JS 11/15-02 :
spare.

Canada : Ligier had modified the brakes on their cars. As at Imola, the race cars were fitted with a big Lockheed caliper at the front and a double caliper at the back. The spare had a single caliper Girling. The cars were in their slow/medium speed circuit aerodynamic configuration. They were a lot more competitive than they had been in Italy, and were constantly at the front of the grid. Pironi finished the race in first place, but was given a minute's penalty. Laffite wasn't as quick, having decided to race on harder tyres as his tyres had gone off during practice.

USA : There was an interesting apparatus fitted to the Ligiers which controlled the amount of downforce gained by the side pod wings. But the Ligier weekend was fraught. Laffite crashed his race car badly on Friday, and used the spare car the next morning. He didn't practice on Saturday afternoon because of back injuries sustained in his accident the previous day. On the first day, Pironi stopped with a broken gearbox pinion, and it was hit turn to crash at the chicane the next day. His car's monocoque was damaged when the front hit the kerb and also damaged the steering rack. The mechanics fitted his engine into Laffite's car, but meanwhile, Pironi set his time in the spare car. Pironi finished a good third having lost a little ground to the Williams because the front left tyre was going off. Laffite finished a good fifth, suffering the same tyre problem, but he overcame the pain from his back.





RENAULT ELF

Renault RE 23 :
Jean-Pierre Jabouille (F)
Renault RE 25 :
René Arnoux (F)
Renault RE 22 :
spare.

Canada : *« We'll have to heat the tyres with a blow-toroh »*, complained Arnoux, explaining just how much trouble the Renault drivers were in on the track. Add to this a broken engine in Jabouille's car and Arnoux who had gearbox trouble and complained of understeer. Jabouille was ninth in the race when he crashed badly. Arnoux retired with a broken gearbox.

USA : René Arnoux had RE 25 and RE 22 at his disposal during practice, both cars having improved brakes. He spent a long time jumping from one to another as he sought the best set-up. This methodical way of working was constructive right from the start and times dropped troughout the day. Even trough he prefered to use RE 25, he qualified in RE 22 after his race car's engine blew up. However, he started with RE 25 and promptly went off the track, rejoining last. Then the tyres went off and he stopped to change them. He rejoined on hard tyres which heated up when the sun came out, and proceded to drive a superb race to sixth place, until a skirt broke and he dropped back.

ALFA ROMEO AUTODELTA

Alfa Romeo 179/06 :
Bruno Giacomelli (I)
Alfa Romeo 179/04/7 :
Andre de Casaris (I)
Alfa Romeo 179/03 :
spare.

Canada : The most important modification was the removal of the extractors in front of the rear wheels, while the side pods were similar the those on the Williams. De Cesaris was making his Formula One debut and had never raced on the circuit, and nor had Giacomelli. The former qualified well, even though he was hit by Rebaque at one time. His engine broke on the second day, which meant he had to practice in the spare. Giacomelli set his time with low profide front tyres which he was trying for the first time.

USA : De Cesaris again qualified well, and then suffered clutch trouble. Giacomelli dominated Piquet during the early stages of the race, even though he was on the hardest tyres. He looked as though he was heading for his first Grand Prix win when the black box broke at half distance. De Cesaris went out after three laps when off the track. Alfas latest car should be ready at the end of the month.

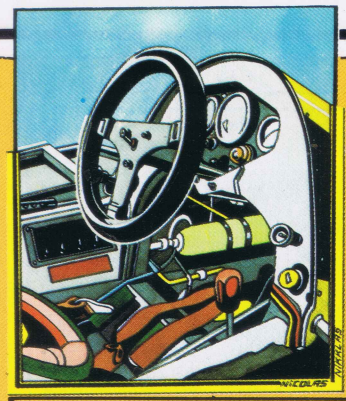
SKOL FITTIPALDI

Fittipaldi-Ford F8/2 :
Emerson Fittipaldi (BR)
Fittipaldi-Ford F 8/3 :
Keke Rosberg (SF)
Fittipaldi-Ford F 7/1 :
spare.

Canada : As usual, Rosberg proved to be quicker than Emerson in practice, although the latter had clutch trouble and the car suffered understeer in the slower corners and chicanes. Rosberg was involved in the first lap accident, his car being badly damaged. Emerson allowed him to use his car and took over the old F7. However, the mechanics were still working on Rosberg's F8 when the race started and he had to start from the pit-lane, eventually finishing eighth.

USA : Rosberg's car, damaged in Canada, was repaired for Watkins Glen, the honeycomb structure speeding up the repair. Only a frontal addition was necessary. But once again, Rosberg had reason to be thankful that the chassis is strong, for he crashed hard during practice. He continued with the spare F7. The F8 was repaired for Saturday afternoon's session, but only thanks to the adoption of F7 rear suspension. He finished in tenth place, while Fittipaldi retired with broken suspension.

In the cockpits

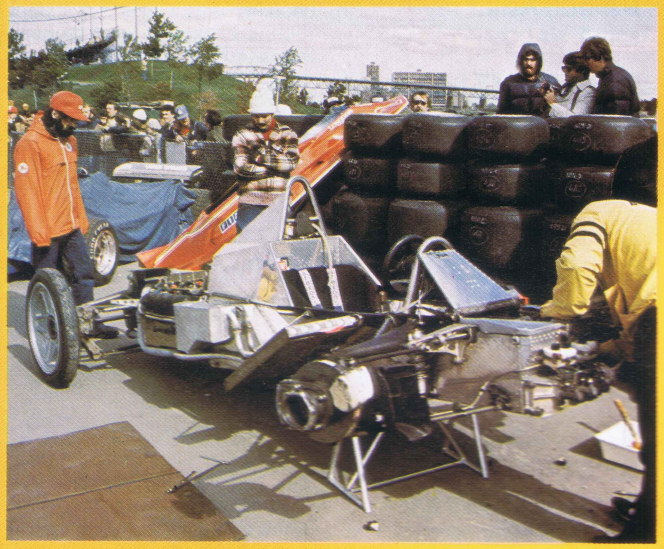


FERRARI SPA

Ferrari 312 T5/043 :
Jody Scheckter (ZA), Canada
Gilles Villeneuve (CDN), USA
Ferrari 312 T5/045
Villeneuve, Canada
spare USA
Ferrari 312 T5/044
spare Canada
Scheckter USA

Canada : Following the two accidents at Imola where the race cars of Villeneuve (048) and Scheckter (047) were completely destroyed, Ferrari took the first three T5 chassis to Canada. A lot of work had been done to the brakes because of the demanding nature of circuit, like most teams. But the temperature was low in Montreal so the modifications were useless. Villeneuve was as spectacular as ever in the rain, and slightly surpassed his and the cars limit, damaging the rear wing and left skirt. He only just managed to qualify by using Scheckter's car in the final session. A number of spins had caused a driveshaft to break on his own car. Scheckter's engine was 1000 revs down when he started practice. He should have used the spare car on Saturday, after having an accident which damaged the front left suspension. But he never managed to qualify. Villeneuve was involved in the startline shunt and had to race the spare car.

USA : Even though the front suspension mounting points had been modified, both drivers had to struggle to qualify. Scheckter got onto the grid for his last Grand Prix, while Villeneuve crashed at the end of the second session on Saturday at the corner before the pits. But neither Ferrari was particularly competitive during the race, partially because of the car itself, and partially because Michelin are less competitive than Goodyear.

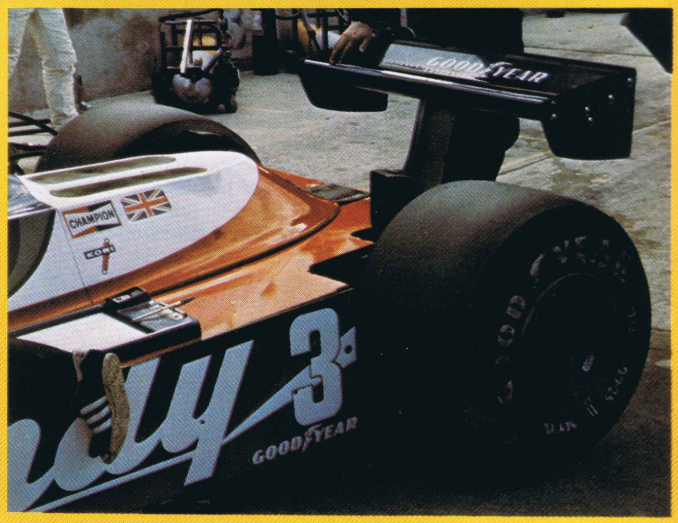


ATS WHEELS

ATS-Ford D4/06 :
Marc Surer (CH)
ATS-Ford D4/05 :
spare.

Canada : The ATS cars were unmodified for Canada, but then they don't have any engineer to do the work. Surer used both cars during practice, damaging one in an accident with Giacomelli. He didn't manage qualify.

USA : The Swiss driver qualified for his last race with the ATS team, racing the spare car as the race car's engine had broken. He finished eighth.



CANDY TYRRELL

Tyrrell-Ford 010/4 :
Derek Daly (IRL) Canada
Tyrrell-Ford 010/5
Jean-Pierre Jarier (F)
Tyrrell-Ford 010/1 :
Mike Thackwell (NZ)
Tyrrell-Ford 010/2/2 :
Daly USA

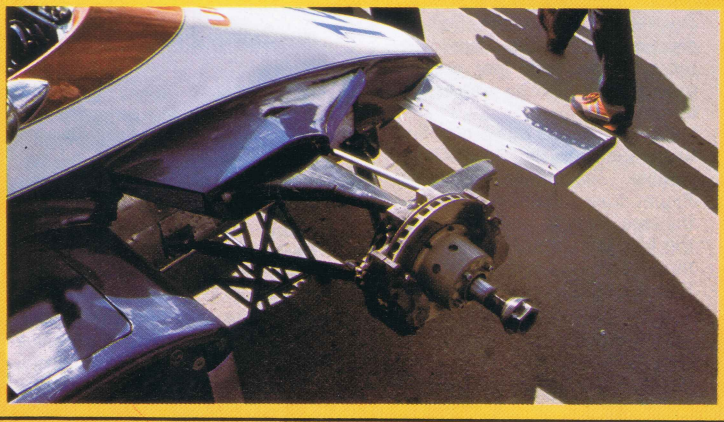
Canada : Daly was using the chassis damaged at Zandvoort and now repaired. Jarier's car was fitted with a big new rear wing fitted under the 90 cms bar. The side pods had also been modified. But the cars are still uncompetitive, and don't appear to have made any progress over the past few months. It seems that Maurice Philippe, whose contract expires at the end of this year, could be replaced by Tony Southgate. Jarier went eight tenths of a second quicker when he used the normal rear wing. Thackwell managed to qualify, but the pile-up at the first corner deprived Jarier of his car and he took over the young New Zealander's. Although it wasn't Daly's fault, it was unfortunate that it was his car that hit Jarier's.

USA : Jarier said that his roadholding was dreadful and broke a brake disc during the first session. Thackwell didn't qualify following a number of broken brake discs and a blown engine. Daly also broke his engine on the Saturday. Jarier wasn't classified in the race because of a number of pit stops for a misfiring engine while Daly crashed on the third lap following contact with De Cesaris.

UNIPART ENSIGN

Ensign-Ford MN 180/14 :
Jan Lammers (NL) Canada, spare USA
Ensign-Ford MN 180/12 :
spare Canada, Lammers USA

Canada : The 180/14 was fitted with new front suspension, the rocker arms giving a longer wheelbase and better weight distribution. Both cars had new side pods with bodywork fitted in front of the rear wheels. Lammers managed to qualify in the shorter wheelbase model which he preferred. However, he was soon delayed by a broken exhaust in the race.



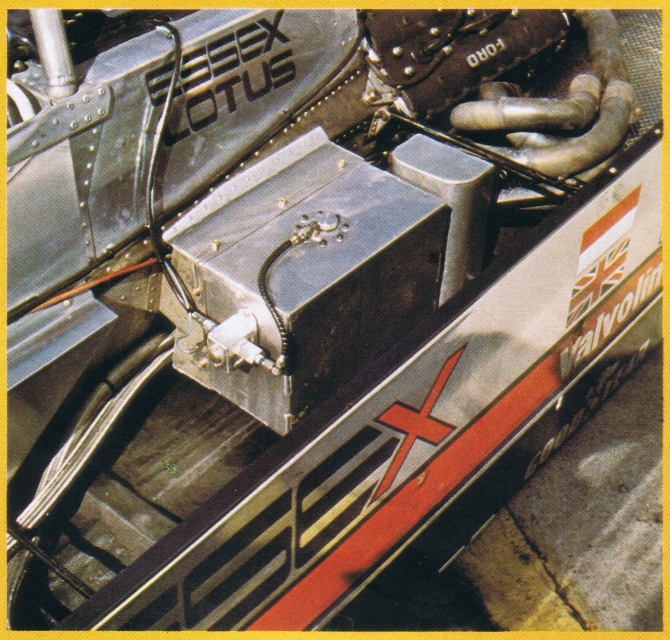
USA : Lammers was able to start the race once Alain Prost had pulled out. But poor roadholding forced him to retire. It's said that Tony Southgate could well be the team's designer in 1981.

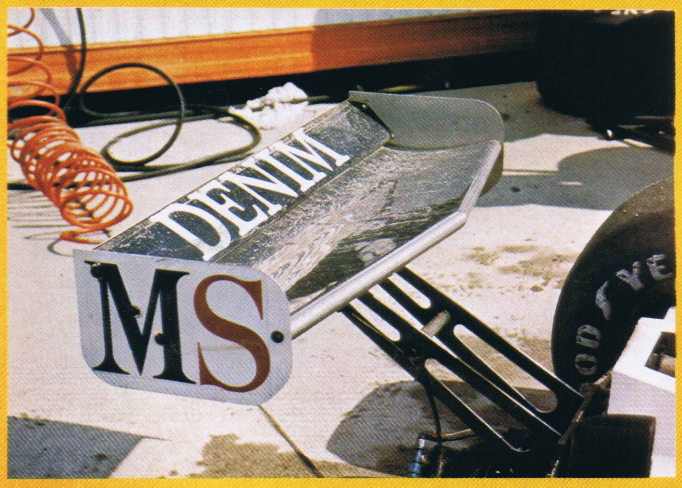
ESSEX LOTUS

Lotus-Ford 81/1 :
Mario Andretti (USA) Canada
Lotus-Ford 81/2 :
Elio De Angelis
Lotus-Ford 81/3 :
spare Canada, Andretti USA.

Canada : Lotus brought three cars to Canada, but they didn't include the B version that Mansell damaged at Imola. The team had learnt from their recent experience of running short of fuel, and the car s of Andretti and De Angelis carried extra fuel tanks. There were also new uprights that sunk into the rear wheels, improving air flow. However, Andretti's upright proved to be badly made and he had to use the older version on Saturday morning. Andretti's car was destroyed in the startline shunt, so he took over the spare car.

USA : Andretti wasn't pleased with the 81/3 because the cockpit was too small and the car has had a number of accident during its life. The lack of slow corners at Watkins Glen favoured the Lotus car, and in order to improve traction, De Angelis's car's suspension point were lowered. The young Italian was fourth in practice as he was in the race, while Andretti put the other car into the points as well, scoring his firts point of the season.
Two cars are currently being built by Lotus. The 86 is said to be revolutionay and almost ready. It is along the lines of the Lotus 80 and could be a six-wheeler. The 87 will be a modified 81 of a differnet construction and stiffer.





DENIM OSELLA

Osella-Ford A/3 :
Eddie Cheever (USA)
Osella-Ford A1/1 :
spare.

Canada : The new narrower chassised A3 was unmodified since its first appearence at Imola. Cheever set his time on hard tyres, and never improved because his engine broke on the Saturday. He retired from the race when the water pump broke.

USA : It was a bad weekend for the little Italian team, in spite of the progress that they'd made throughout the season. They had a lot of problems : three front right suspension breakages, the final one in the race. Cheever stopped practice early on Saturday because of a headache and because he knew that he wouldn't go any quicker in the spare car than he had in the newer car.

RAM MCDONALD

Williams-Ford FW 07/2 :
Rupert Keegan (GB)
Williams-Ford FW 07/3 :
Kevin Cogan (USA) Canada
Geoff Lees (GB) USA

Canada : Keegan damaged his car at the chicane and never managed to qualify. Cogan's Grand Prix debut wasn't impressive and he didn't qualify either.

USA : Keegan went a lot better at Watkins Glen, qualifying halfway up the grid, in spite of an accident at the end of official practice. He drove his best race to date an finished ninth, having run midfield for most of the distance. Lees replaced Cogan but crashed twice in practice, badly damaging the car on the second occasion. He didn't qualify.